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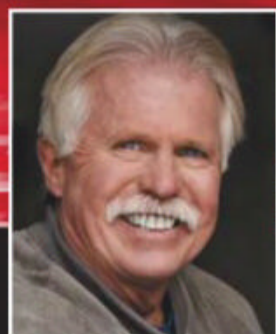
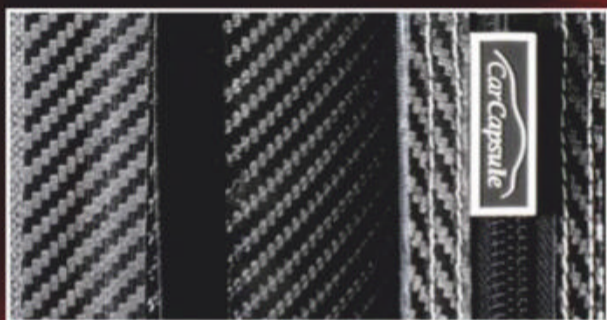
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ANNUAL SPRING MUSEUM ISSUE



Vol. 49, No. 7  
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## What makes a great museum?

**A**cross the United States, there are hundreds of wonderful museums focusing on old cars and trucks, and I've been fortunate to visit a number of them. A few of the visits were while I was but a child, but most of them were during my travels with *Old Cars*. Some museums were visited while I was focused on research, some while I was a car-hungry bachelor and some as a car-hungry family man with school-age kids in tow. In my various roles as a hobbyist, I noticed some museums stood out as especially great — regardless of the vehicles on display. (Although great vehicles that are rarely seen can certainly help bring in visitors.)

Admittedly, my experience is limited to a fraction of this country's museums, but I've come up with a mental checklist of features that made them stand out. Here are a few of my observations, which are presented with the aim of helping make all museums great:

**Hands-on approach:** Kids and adults shouldn't be left to run rampant in a museum filled with valuable and even priceless vehicles, but the best museums offer a chance to physically experience a vehicle or two. It might mean letting kids and adults sit in a driver-quality Dodge Brothers touring for a photo-op, or actually letting hobbyists learn to drive a Model T Ford. Letting people experience an old vehicle with one of their senses beyond sight can help them connect with the vehicles, adding another layer of interest.

**Good lighting:** Poor lighting hinders visitors' ability to fully appreciate a statically displayed vehicle, and it prohibits people from taking decent pictures. In this day and age, when people can easily take pictures and then share them with the world via social networking, museums with poor lighting are missing the chance to spread the word — and at no cost to them!

**Education:** The best museums work with local schools to bring in young visitors and teach them about industry, often with hands-on activities related to the vehicle industry. These young people will presumably feel comfortable inside the museum's walls and later return — perhaps with friends or family in tow. They may even become old-car hobbyists along the way.

**Spreading the word:** Great museums spread the word about their collection in all available mediums. They bring vehicles to shows near and far, they document their activities on social media and share them with press releases. Creating awareness brings in people and donations.

**Something new:** The best museums change up some of their displays to give fans reasons to return or to even become members. However, they don't mothball their best permanent displays, either.

**Engaging the fans:** Fans of museums are great ambassadors, and great museums engage them as volunteers and docents.

If you have a nearby museum that is great, or aims to be great, become engaged in it. Help make it great — even if you're simply helping dust cars. Museums serve a great service to the preservation of our hobby, and you can help them do it in a great way.



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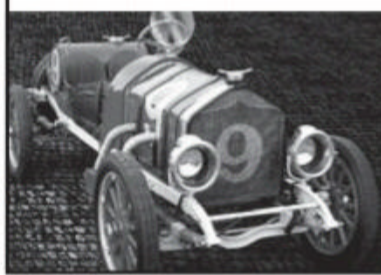
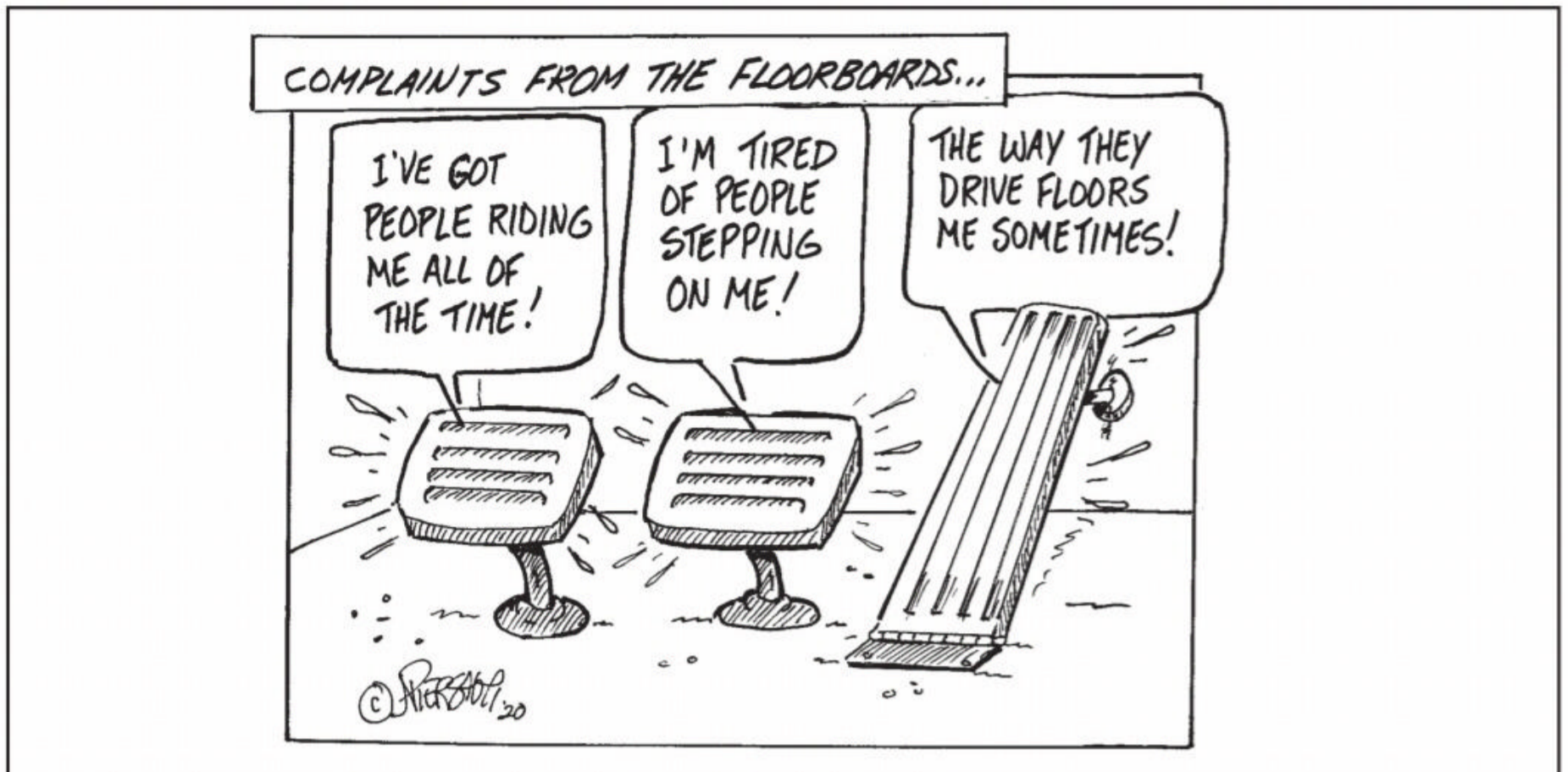
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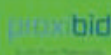
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400 'barn finds' plus up to 1000 cars for sale in Pennsylvania

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A glance inside the American Treasure Tour Museum

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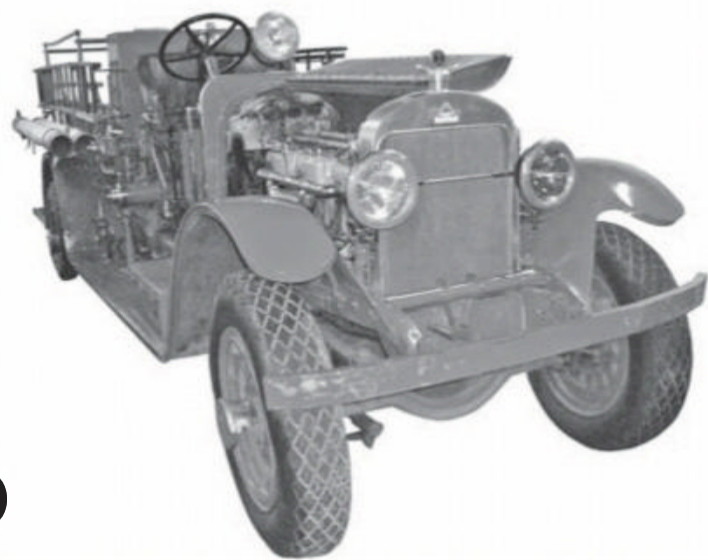
Indianapolis Motor Speedway Museum goes to the vault for new display

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Unique 1966 Tatra 2-603 is right at home in Las Vegas



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# Sound Your Horn



## Another beloved '40 Fordor

In regard to the recent letter entitled, "Where are More '40 Fordors?," we, too, have a 1940 Ford Fordor that we purchased in 1961. We are the second owners of the vehicle and still own it today with no intentions of selling it. It is just a fun car to drive and you can hardly hear the engine purr!

We took many tours with this car and won many awards. Our boys enjoyed driving through many covered bridges in it. Most of all, I now enjoy taking my wife for rides. When my '40 is waxed and polished, I just enjoy looking at her and seeing the reflections, just like a mirror.

I look forward to always receiving my new issue of *Old Cars*.

*Richard Ditzler, Harleysville, Pa.*

## Panel fit was, indeed, poor

In John Gunnell's Jan. 20 article about vetting a vehicle, specifically his statement addressing panel fit, he stated it should be uniform, even on an original vehicle. In the Feb. 6 issue, Richard Thomas wrote in to "Sound Your Horn" where

he takes issue with Gunnell's remarks, stating that he owns five vehicles, the oldest being a 1938 model, and for the most part, panel fit was quite poor.

I must agree with Mr. Thomas. We own two late-1960s Chevrolets — a 1969 C-10 pickup on the 115-inch wheelbase and a 1967 Chevy II Nova sedan. They are both unrestored vehicles, and believe you me, the paint quality and panel fit is utterly terrible! That's how they came from the factories. Elitists at the time would call these "Monday cars," a jab at UAW workers. This was pretty typical of cars in the low-price field, their manufacturers intent on turning out as much product as quickly as possible. Their trucks were worse. But, these sloppily assembled vehicles generally met their purpose well.

Back in the late to mid '60s, my brother and I saw some Datsuns and Toyotas on display and were just blown away by their quality; fit and finish rivaled that of the very expensive cars, and they would more than prove their mettle mechanically. U.S. and European vehicle builders had a huge challenge ahead.

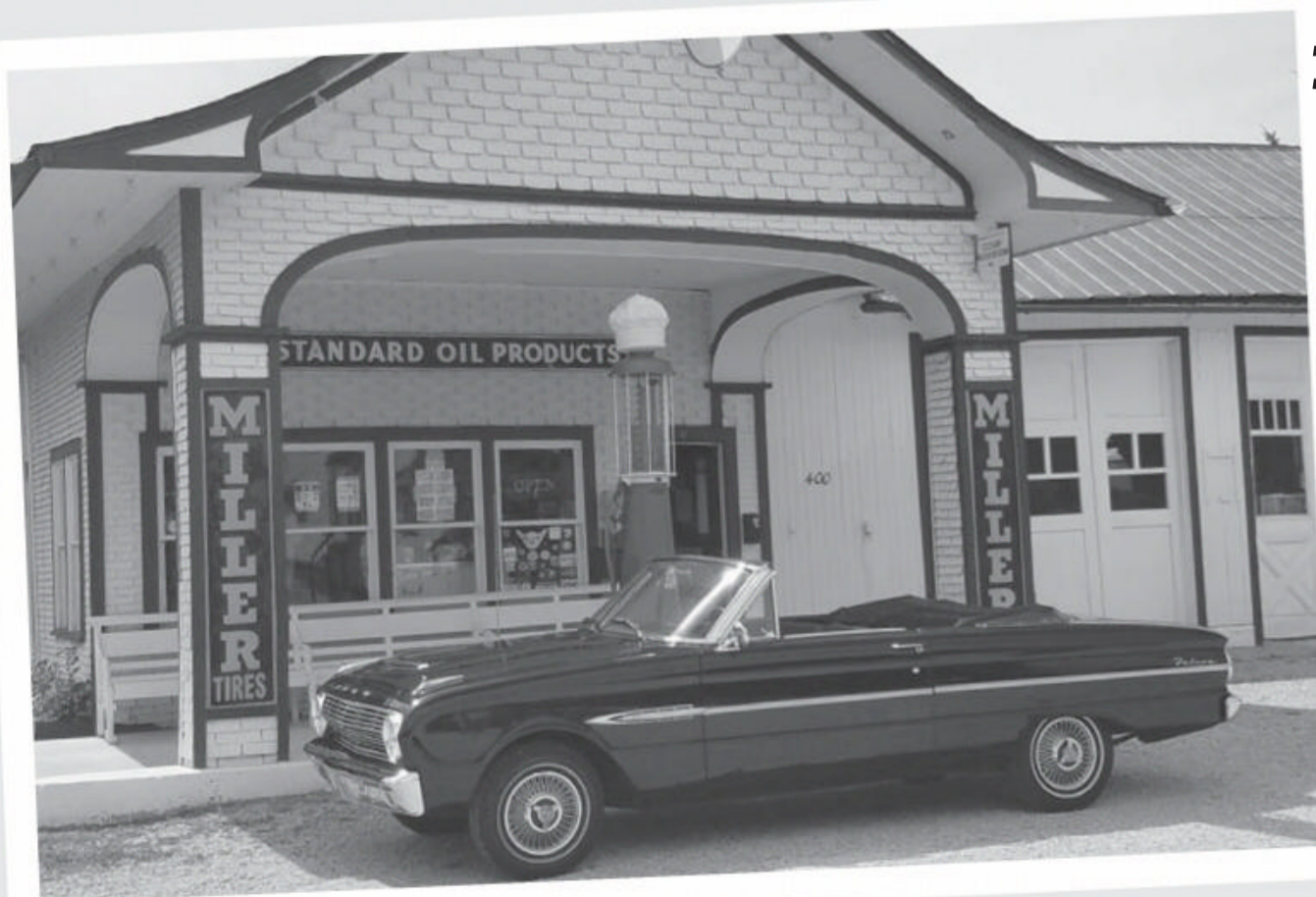
*Geo. L. Schimpf, Visalia, Calif.*

## '57 Chevy faux pas

The 1957 Chevrolet pictured in the Hershey coverage within the Nov. 14, 2019, issue is a Two-Ten, not a One-Fifty.

*Arthur Tetreault, Middleboro, Mass.*

*Editor's note: Thank you for the correction. As '57 Chevy fans, we should know better!*



## Reader Wheels

*Old Cars* reader Jim Warren, of Monticello, Ill., cruises Rt. 66 and other cool roads in a sweet black 1963 Ford Falcon Futura convertible. "Other than a 1968 200-cid I-6 engine, it is all stock," he says. The Futura was the fanciest trim level on the popular Falcons and debuted on the cars in 1961. The 1963 Futuras were also available as wagons, four-door sedans and hardtops. Midway through the 1963 model year, the 164-hp "Challenger" 260-cid V-8 was made available.



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# The Scoop

## Hobby News & Views



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### Amelia Island Concours turning 25

**AMELIA ISLAND, Fla.** \_ Amelia Island Concours weekend marks its 25th year the week of March 5-8 as one of the country's premier collector car celebrations. In addition to one of the nation's best concours events, the weekend plays host to several significant collector car auctions and a host of other events for car enthusiasts and their families.

Thursday will include a silent auction from 3 to 6 p.m. at the Ritz-Carlton.

Friday festivities include The Porsche Driving Experience from 7 a.m. to 4 p.m. with participants traveling to U.S. Naval Station Mayport in their personal vehicles where they will enjoy activities including an autocross in one of the latest Porsches with a spirited ride by a professional driver. The Friday Eight Flags Road Tour beginning at 8 a.m. is open to concours-registered vehicles only and stops at various points on and around Amelia Island and concludes with a public display and lunch in downtown Fernandina Beach. The second part of the silent auction will run Friday from 10 a.m. to 6 p.m.; and the McClaren Dinner of Champions is planned for 7 to 10 p.m. at the Ritz-Carlton Talbot Ballroom.

Saturday will feature Cars & Coffee at the Concours beginning at 9 a.m. at the Golf Club of Amelia Island and include 400 classic and exotic cars from local car clubs. Saturday ac-

tivities will also include test drives from various manufacturers from 9 a.m. to 5 p.m. at the The Ritz-Carlton & The Golf Club of Amelia Island.

On Sunday, March 8, the concours will run from 9:30 a.m. to 4 p.m. on the 10th and 18th fairways on the golf course.

Other activities during the week include daily book signings, and the Shop at the concours featuring a host of memorabilia and gift vendors.

For information, visit [www.ameliaconcours.org](http://www.ameliaconcours.org).

### Leno heads list of Hall inductees

**DEARBORN, Mich.** \_ The Automotive Hall of Fame will induct four new members this year and announce the inaugural Mobility Innovator Award at the 2020 Induction & Awards Ceremony in Detroit on July 23.

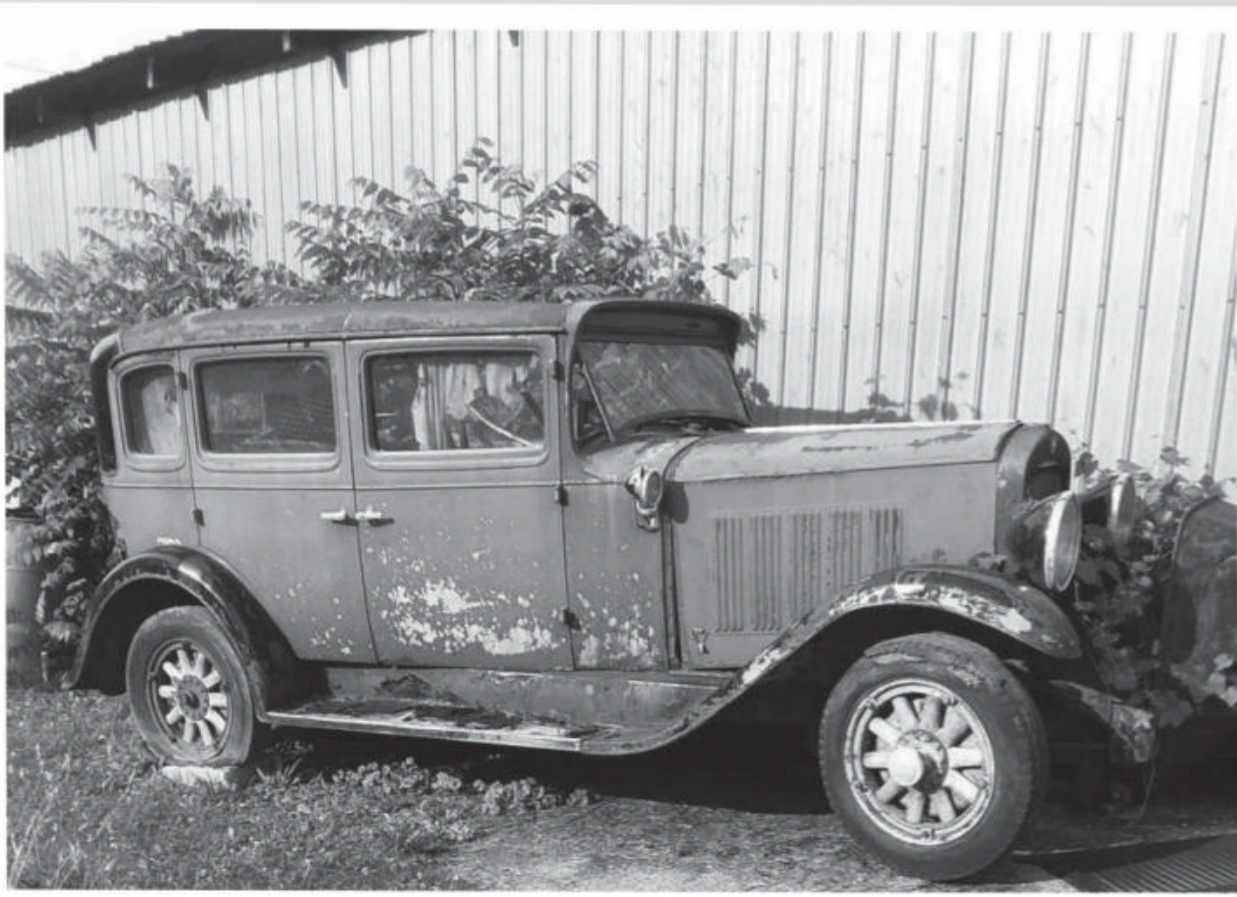
The Automotive Hall of Fame's 2020 inductees includes: Jay Leno, for automotive heritage leadership through his "Jay Leno's Garage" series on CNBC; Mong-Koo Chung, chairman and CEO of Hyundai Motor Company; Thomas Gallagher, former CEO of Genuine Parts Company; and Helene Rother, one of the first women in automotive interior design for General Motors, Nash Motors and others.

In Leno's CNBC primetime series "Jay Leno's Garage," Jay takes fast and furious car fans for a high-octane spin across

## Weathered Wheels



*Old Cars* reader Bernard Bredbenner Jr. discovered this circa-1930 Reo Model 20 Flying Cloud four-door sedan outside Jersey Shore, Pa. "It has small opera windows," Bredbenner noted. "The cylinder head is missing; it may be inside the car. The wood-spoked wheels are not in good condition. It needs a lot of help." The Reo Flying Cloud, introduced in 1927, was an advanced, highly respected car for its time. It was available in 116-, 120- and 124-inch wheelbases, with the Model 20 in the middle. This one certainly looks worth saving.



the country with a mix of stunts, reviews, celebrity interviews and challenges. Leno is an avid collector and has dedicated a lifetime to sharing the stories of all things automotive.

Chung is the leader credited with the success of Hyundai Motor Group. Through Chung's leadership, Hyundai Motor became Korea's largest automaker and Hyundai Motor Group is now the world's fifth-largest automotive company.

Gallagher led Genuine Parts Company (GPC) as president or CEO for more than 25 years, guiding the organization through a period of robust growth and expanded programs to increase the competitiveness of independent, locally owned parts stores, and helping train and enhance the image of automotive technicians, and advance the interests of millions of auto owners.

Rother became one of the first female automotive designers when she joined the interior styling staff of General Motors in Detroit in 1942. She helped shift the standard of automotive design after World War WWII from basic and simple to elegant and unique. This focus on design and quality features helped establish a new segment in the automobile market with her work on the Nash Rambler.

Harold Goddijn, CEO of TomTom and a member of its management board, will receive the Mobility Innovator Award. Goddijn has grown the company from a start-up into a leading global location technology specialist.

The 2020 Automotive Hall of Fame Induction & Awards Ceremony will take place at the MGM Grand Detroit.

— PRNewswire

## Wis. bill would change collector plate age

MADISON, Wis. \_ Legislation has been introduced in

Wisconsin to restrict eligibility and raise fees for collector and hobbyist vehicle registration. Currently, these vehicles must be more than 20 years old and are required to pay twice the registration fee as the type of vehicle being registered. The proposed law would limit each designation to vehicles 30 years old and older, in addition to increasing the registration fee. The bill awaits consideration in the Assembly Committee on Transportation.

## Corvettes wrecked in Houston blast

HOUSTON \_ A group of expensive Corvettes were among the casualties of a deadly warehouse explosion in Houston Jan. 31. The Corvettes were at Houston Corvette Service, a restoration and repair business that was damaged by an explosion across the street at Watson Grinding and Manufacturing, a plastics manufacturing warehouse. Two employees there were killed in the blast, which happened at 4:24 a.m.

Early estimates valued the lost Corvettes at around \$1 million. The accident was blamed on a propylene tank.

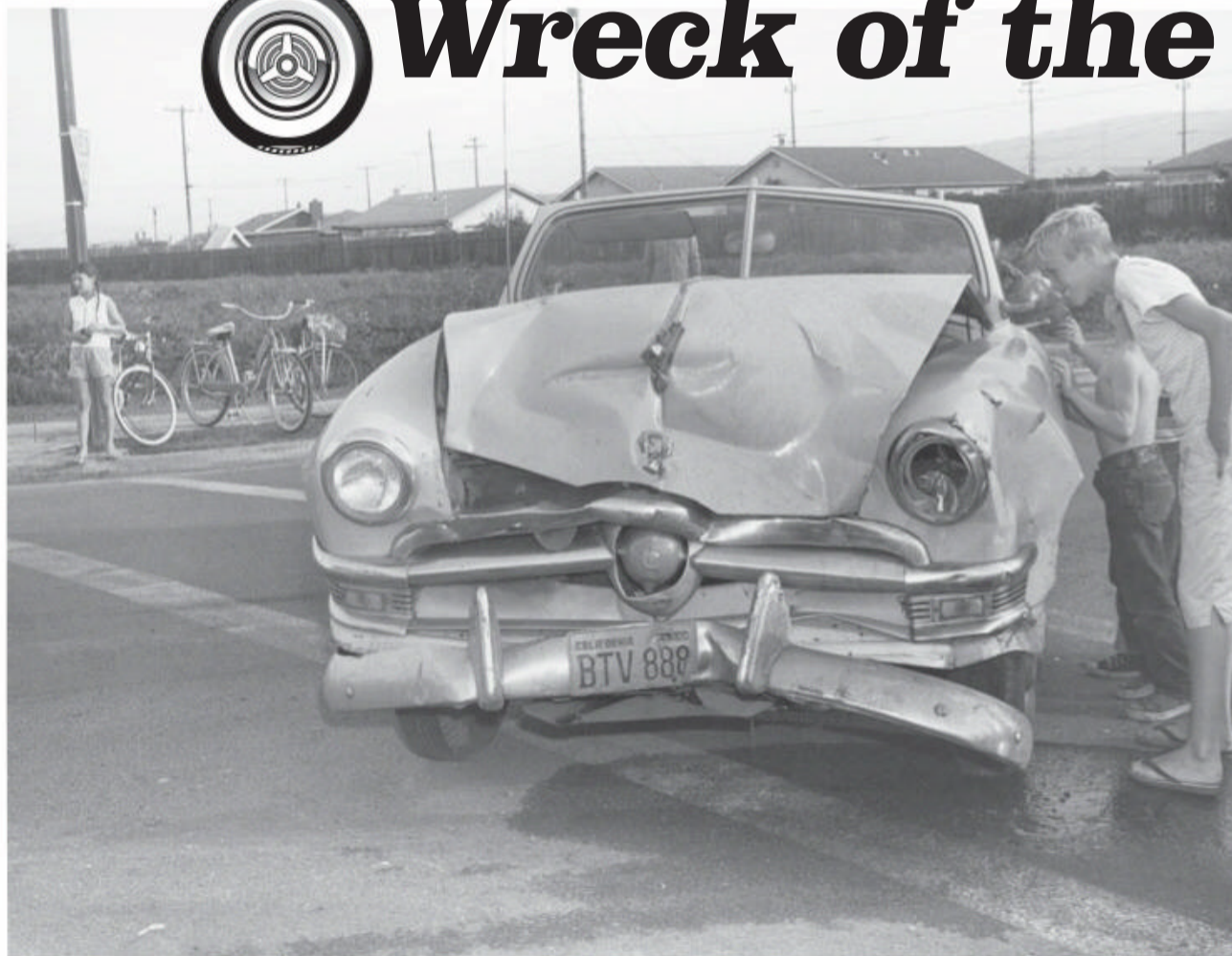
## Bender remembered for Jack's Auto Ranch

John L. "Jack" Bender, owner of Jack's Auto Ranch in Wauwatertown, Wis., died Nov. 11, 2019. Bender was well known in collector car circles and was featured or mentioned in several articles within *Old Cars* through the years. He was born in Jefferson, Wis., on Nov. 6, 1935, and his parents were the original owners of the Jefferson Hotel. An entrepreneur himself, Bender proceeded to build Jack's Auto Ranch, a popular used part source for vintage vehicle owners, as well as The Concord House and Concord Campground.

OC



## Wreck of the Week



Rodman Bingham photo

The "bullet" nose on this 1950 Ford Custom Deluxe convertible was no longer protruding out of the grille after the Ford collided with a 1955 Chevrolet four-door. The banged-up Ford drew the curiosity of a couple of Menlo Park, Calif., kids, who must have been out of school when the accident happened on April 12, 1958. It looks like it must have been a nice, warm California day — the kids are in warm weather attire and the driver of the Ford had the top down. To get back on the road, this car is going to need a lot of new sheet metal, a new grille, a headlight and probably a radiator, among other things.

# Get your *Reader Rides Calendar!*



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Coy Thomas has a great knack for finding neat old photos with really old cars in them. This photo shows a happy family riding atop what appears to be a circa-1925 Buick. The license plate is a 1920s tag from Iowa. We don't know who these folks were, but they were all dressed up on a nice, sunny day — possibly heading to church or out for a Sunday drive. If you look closely, you can see cars parked under the trees in the distance.

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## Model A publication delivers a total package

**M**embers of the Model A Ford Club of America cherish each issue of *The Restorer*.

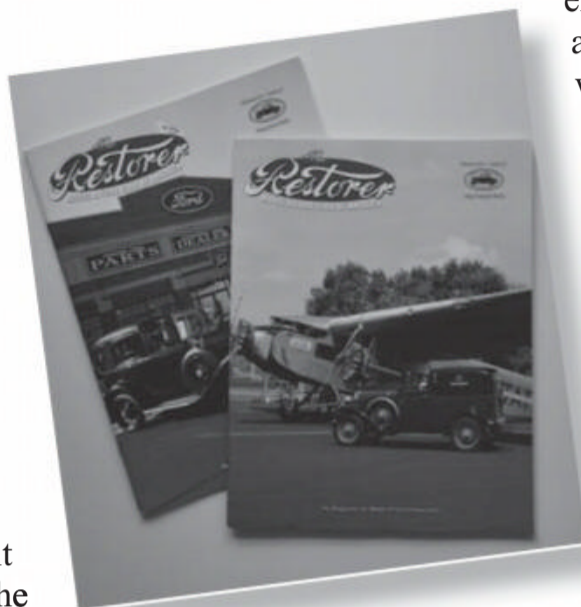
Two issues from mid-2019 are examples. Issue #1 for 2019 (Vol. 64, May-June) is loaded with 65 pages and more than a dozen features, thanks to the support of contributors and the editorial leadership of Andy Scheer. Likewise, issue #2 for 2019 also carries as many well-filled pages.

Some comments make readers think. “I keep hearing and reading about a ‘frame-off’ restoration. I don’t think anybody takes their frame off. I think it’s a ‘body-off’ restoration,” stated a reader in Michigan in the Technical “Q&A” installment. Bill Myers, the club’s technical director, replied. He admitted the reader’s idea was “somewhat accurate,” but current usage would be difficult to change. “Perhaps you could think of it as the body being restored while it was off the frame... therefore frame-off restoration.”

Another article was titled, “When Your Crankshaft Pulley Fails,” by Fred Binkley. More technical and human-interest articles follow. A wide range of ages is clear among pictured members. Lavish color dominates the pages. Photos are sharp and interesting, with controlled backgrounds and settings. Special nods were given to vintage apparel matching the era of Model A Fords. A photo feature called “Tim Kelly Collection — Town Cars Revisited,” was nicely done.

Indeed, the entire issue proved highly informative, enlightening and professional.

Issue #2 for 2019 advanced the themes. Alex Janke wrote two articles about fixing rough-running engines and driving a Model A at high altitudes. Regional events and a rally were covered. Here is where the magazine may have outpaced more than a few other national club magazines. Five pages were dedicated to one-paragraph updates from chapters, with more than 20 color photos submitted with the reports. Outstanding! It is a marvelous invitation for prospective members to join the national club and become active regionally. The club is more than cars. It is centered on the people who own them.



Even the classified ad section has color pictures of cars for sale. Overall, the magazine reflects a very fine support system for Model A Ford ownership. Scads of technical information is even offered in electronic form.

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OC

## VINTAGE AD OF THE WEEK

By M.J. Frumkin

**G**ive credit to Chevrolet’s advertising agency for capturing several youthful fads of the late 1960s in one eye-catching outdoor billboard simply headlined, “Camaro will drive you absolutely mod.” The clever play on “mod” connected the fashionable Camaro with the latest in men’s and women’s fashion crazes. The billboard shows a tall male bending over the 1967 Chevrolet Camaro RS/SS. The rosy-cheeked lad is very much in style: super-wide white collar and cuffs on a patterned, long-sleeve shirt beneath a vest; skinny, vertically striped bell-bottom trousers; high-heel zip-up boots; and Beatles’ inspired shaggy hair.

Just as trendy for hip auto enthusiasts in ’67 were the vehicles being created to fulfill the motoring tastes of the young, and young at heart. That included Chevrolet’s Camaro. And although the Camaro was late out of the starting gate by several years, it made up for lost ground by offered “road-hugging fun” and touting to be “lower, wider and heavier than any other sportster at its price.” Chevrolet also promised that you would get the biggest standard six



or a V-8. Additional ads hyped the Camaro’s solid and steady “big car” ride that “tracks straightly and corners flat – a joy to drive.”

As Chevy’s entry into the pony car sweepstakes, the Camaro and its sibling Pontiac Firebird captured new performance car fans and put heat on the lead stallion, the Ford Mustang.

OC



**Q.** In 1955, I was a 10-year-old motorhead in a small town among the wheat fields of Kansas when a 1955 Olds Super 88 Holiday Coupe showed up at a neighbor's house with whitewall tires, but the rubber was BLUE! What's with this? Apparently, it never went to production, but possibly this was part of research and testing. Twelve years later I came across the fact that there was a Gates Rubber (Denver) executive who had relatives in my town. Maybe there was a connection?

— Don Ficken, Londonderry, N.H.

**A.** Yes, there was a brief fad, if you could call it that, for tires with colored sidewalls on the outer surface. U.S. Royal offered what they called "colorwalls" in the 1950s. You could buy them, but few people did. I see in my 1957 J.C. Whitney catalog that you could buy port-o-walls in colors, too. Just recently I saw a pair of the blue U.S. Royals offered on eBay. The seller was asking \$2,000 for them.

**Q.** I am a longtime reader and have found the "Q&A" section very helpful over the years. I am hoping some readers may be able to help me with an issue. I recently purchased an automobile trunk that is 40-in. long x 20-in. high x 19-1/2-in. deep. It is steel with a fold-down front. There are aluminum bands around the trunk near each end and the latching mechanism goes through them. There are no markings on the trunk that I can find. There are two latches that latch internally under the top. One latch handle (which appears to have been zinc die-cast) was broken with only the base remaining. The other handle is brass (non-plated). There are escutcheons around each



handle which retain the latches to the door. These escutcheons appear to be nickel-plated zinc die-cast as well, and the one with the brass handle is broken. As the side door is latched, the door contacts a lever on the trunk and pulls the lower hinge pivot point inward to contact the seal around the perimeter of the door. I would like to know what

kind of vehicle this may have been used on and if there is a source for obtaining a replacement escutcheon.

— Jim Allison, Pewee Valley, Ky.

**A.** In the era of the external trunk rack, the trunks themselves were typically made by specialists in trunk manufacture. They were supplied as accessories, either through an auto dealer or an aftermarket vendor. The dimensions of your trunk are very similar to others that have turned up. I would say it's one of many types supplied for medium-sized cars. It could have been used on any car with a rack capable of holding it.

As for the hardware, many such trunks have generic fittings. There are sources of reproduction hardware that will often suffice. One is Restoration Supply Co. in Escondido, Calif. ([www.restorationstuff.com](http://www.restorationstuff.com)). You can download its catalog. If some of the hardware is missing or broken, it might be necessary to replace it all — latches, corner escutcheons, etc. — to make it look right.

Yours, however, is quite unusual, especially the "pull-in" latches. You will probably not be able to match them with reproduction items in today's market. If you have access to a foundry, your intact items could be usable as patterns for casting new brass hardware. As for originality, there was enough variety in trunks back in the day that no one's going to be able to say with any authority "that's not the correct trunk for this car." Like I've said before: If a trunk fits, your car can wear it.

To submit questions to this column: E-mail [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com) or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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The Dorris truck was made from 1909 to 1928.

**T**here is a wonderful collection of more than 400 “barn find” automobiles and trucks at Classic Auto Mall in Morgantown, Pa., and viewing them is absolutely free. The heart of the collection is prewar vehicles, and by prewar, we often mean pre-World War I. The earliest car on display during our visit was a 1904 Cadillac, and the oldest truck was a 1907 Autocar. The vast majority of the collection has never been modified or restored, so it’s a chance to see many vehicles as they were built with the addition of patina gathered over time.

Pickups on display include a 1909 Dorris and a 1918 Hahn. Flatbeds include a 1915 Packard and a 1920 White. Other interesting rigs include a 1916 Republic ice truck, a 1917 VIM huckster and a 1920 Maxwell grain truck.

In addition to the barn finds in the museum portion, the Classic Auto Mall sells classic, antique and special-interest vehicles through a consignment program. There is also no cost to view these gems. It is like going to a

# Classic Auto Mall

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BY MICHAEL PETTI; PHOTOS BY JIM HAKLAR



The 1916 Republic was used by the Kansas City Ice Co.

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## Fast Facts

**90.5%** of readers describe themselves  
as "car enthusiasts"

**94.1%** of readers have attended a  
car show in the past year

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free indoor car show and car corral.

The facility is housed along the Pennsylvania Turnpike in a former shopping mall consisting of 336,000 sq.-ft. That is almost eight climate-controlled acres! The former store spaces now provide room for up to 1000 vintage cars and trucks — that's in addition to the 400-plus barn finds on display!

Classic Auto Mall charges a 10 percent commission on vehicles sold there. For the consignor's money, they receive world-wide exposure on more than 50 automotive websites. High-definition videos of each vehicle are offered to interested parties.

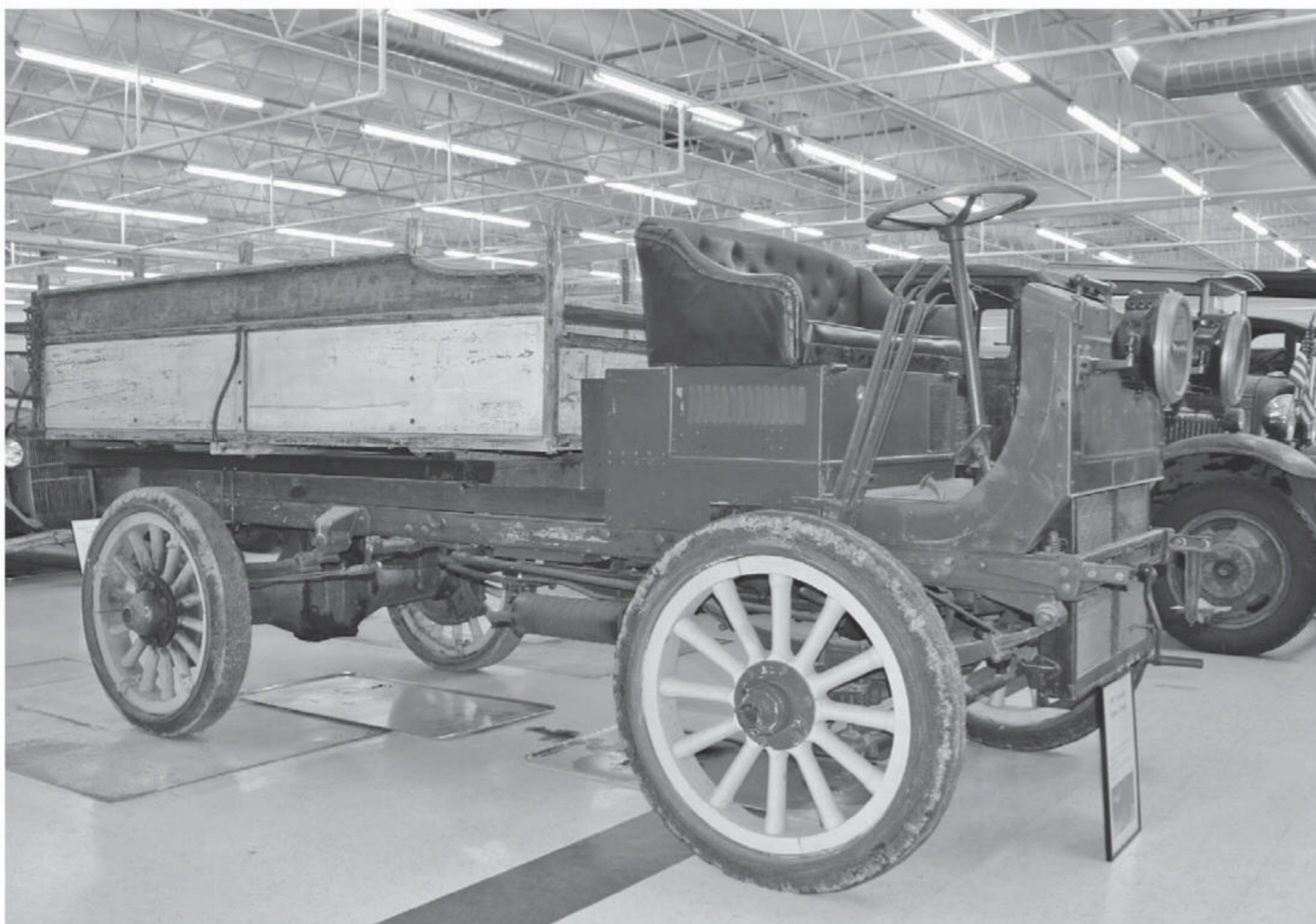
Hours are Monday through Friday from 9 a.m. to 5 p.m. and Saturday from 9 a.m. to 2 p.m. **OC**



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**ABOVE:** Vim was built from 1913 to 1923 in Philadelphia.

**BELOW:** This 1907 Autocar was rated as a one-ton model.



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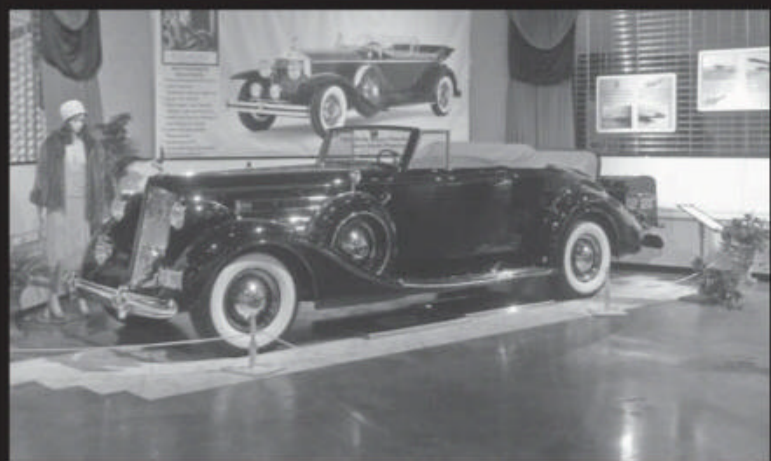
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# FORNEY TRANSPORTATION MUSEUM

## Denver museum focuses on exhibitions

STORY AND PHOTOS BY JOHN GUNNELL

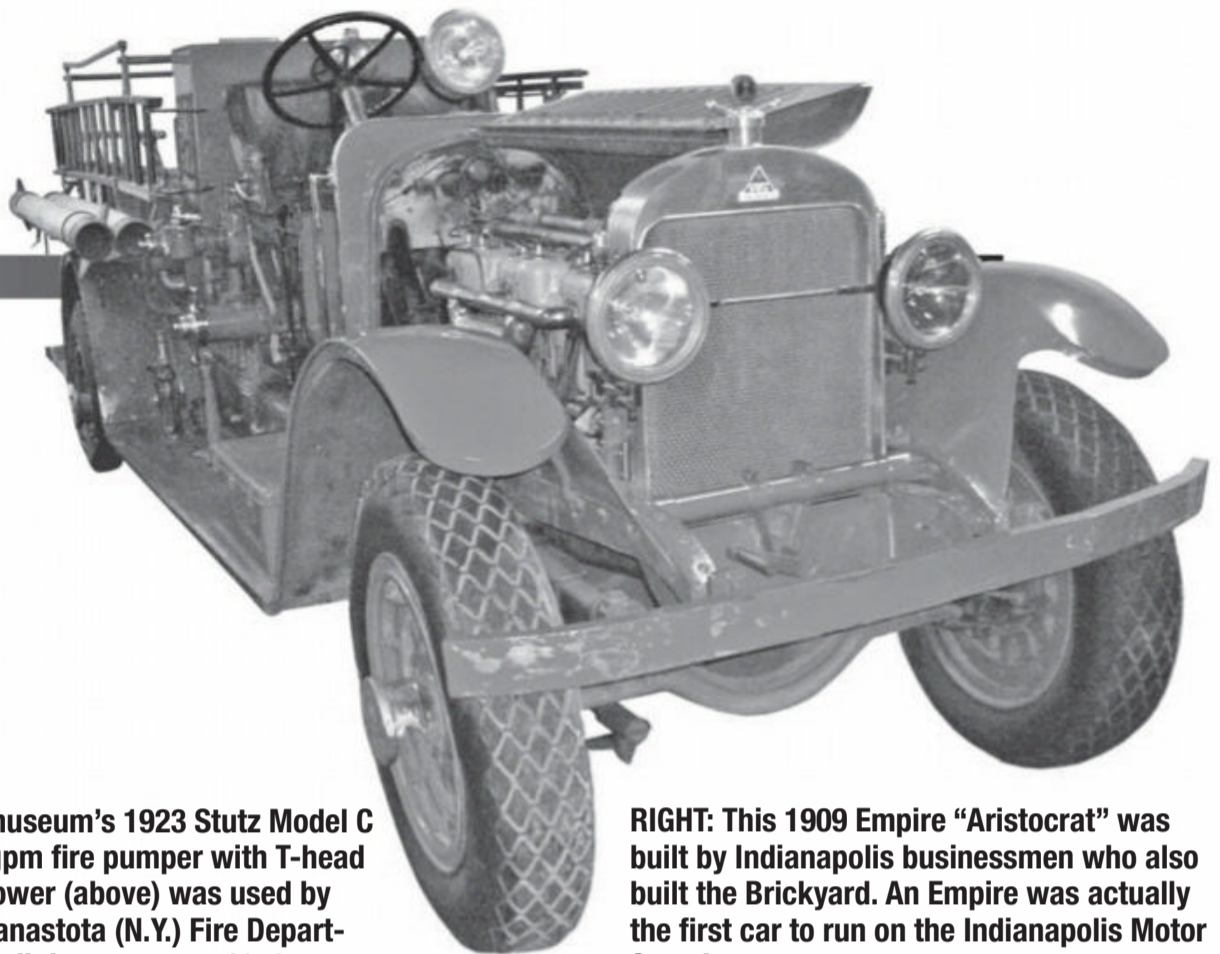
**T**he Forney Museum of Transportation has been a Denver, Colo., tradition for many years. The massive collection includes cars, trucks, motorcycles, trains, trollies, buses, carriages and airplanes. There are more than 600 items related to transportation history on exhibit.

Collection highlights include a Union Pacific “Big Boy” Steam Locomotive No. 4005, Amelia Earhart’s 1923 Kissel Gold Bug, a Forney Locomotive, Colorado & Southern Railroad caboose, a 1923 Hispano-Suiza, 1913-1953 Indian motorcycles, a Denver & Rio Grande railroad dining car, a Stutz fire engine, an 1888 Denver cable car, a 1923 Case steam tractor, an 1817 Draisienne bicycle, a 500-piece Matchbox collection and more.

Attracting visitors is one of the big challenges of any museum, and the Forney has addressed the issue by hosting multiple exhibitions during the year. The recent exhibit “Jaguar: Grace . . . Space . . . Pace” honored that celebrated British marque. A new exhibit called “Lead Sleds” that honors custom cars opened Feb. 1. Exhibits are subject to change without notice, so contact the museum in advance if you’re planning to go.

The best way to keep up with the Forney Museum of Transportation’s special exhibits is to sign up for a membership. Those who become members receive discounts on museum events, their name displayed near their favorite vehicle, discounted tickets for friends and family, sneak previews of all museum exhibits, souvenirs and more.

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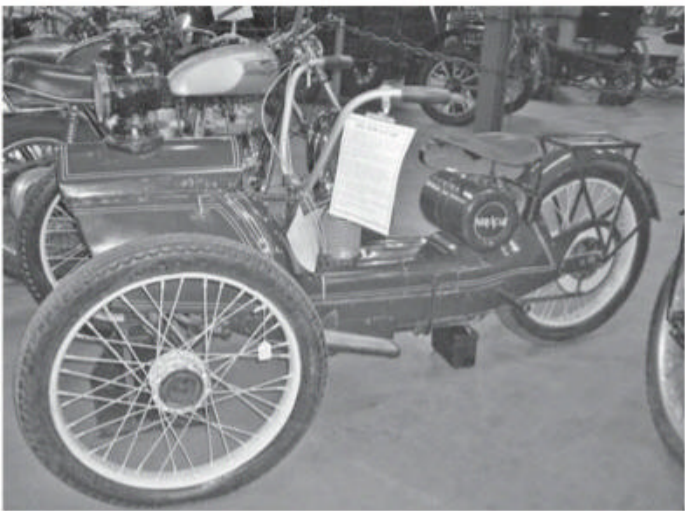


The museum’s 1923 Stutz Model C 750-gpm fire pumper with T-head Six power (above) was used by the Canastota (N.Y.) Fire Department all the way up to 1952.

**RIGHT:** This 1909 Empire “Aristocrat” was built by Indianapolis businessmen who also built the Brickyard. An Empire was actually the first car to run on the Indianapolis Motor Speedway.

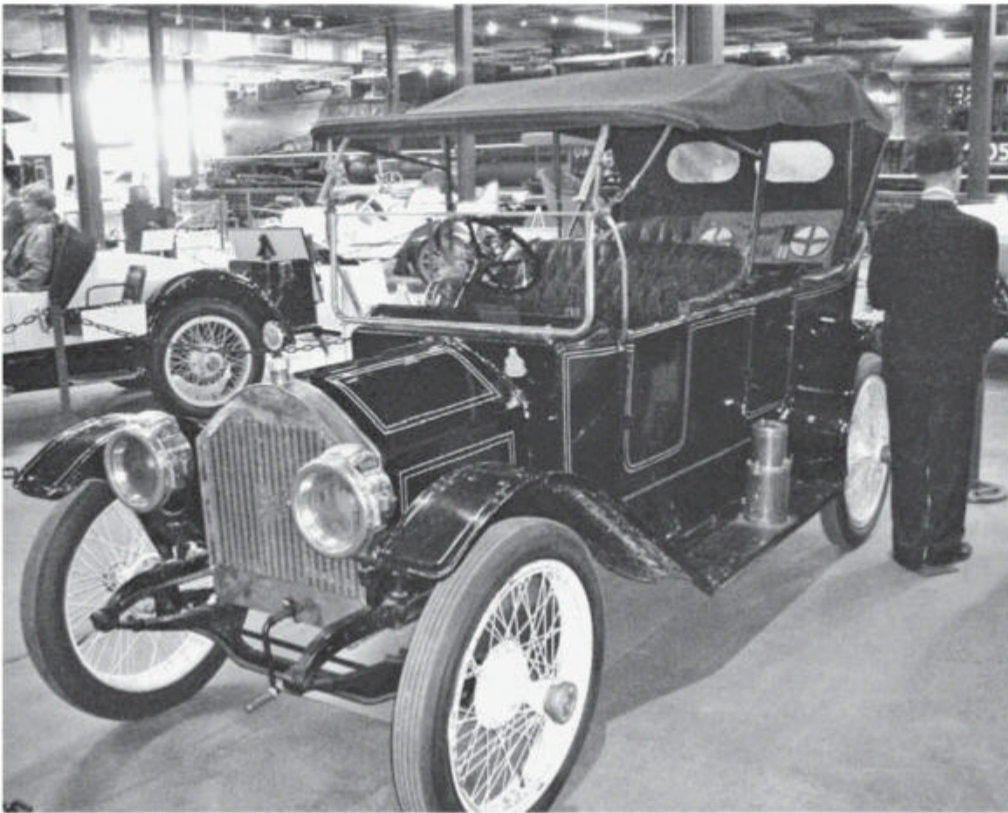
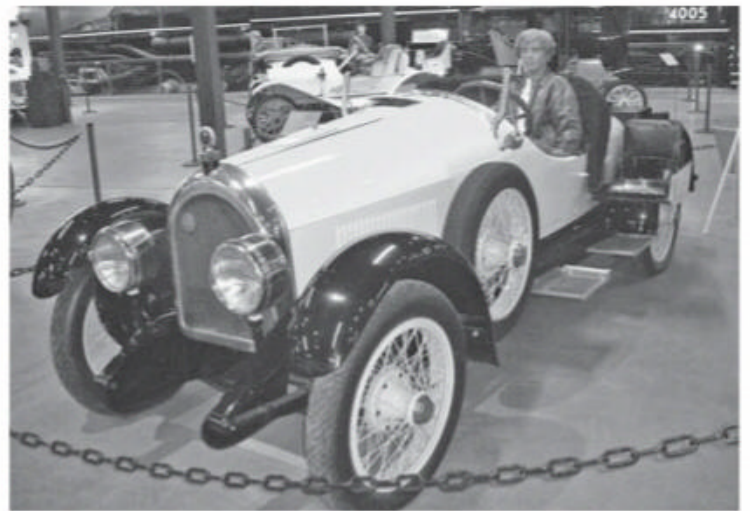
This 1967 Volkswagen camper bus was part of a 2014 exhibition at the Forney Museum of Transportation. An exhibition of “lead sled” custom cars opened this past February.





**LEFT:** The three-wheel Ner-A-Car was built in Syracuse, N.Y., and England. In 1922, Cannonball Baker drove one from New York City to Los Angeles at 20 mph. It gave 84 mpg on the trip.

**RIGHT:** Amelia Earhart's 1923 "Yellow Peril" Kissel Gold Bug.



**ABOVE:** Built for a deposed king from Greece, this 1923 Hispano-Suiza with dual rear wheels was bought by a Hollywood director and used in several films.

## FORNEY MUSEUM OF TRANSPORTATION

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## Inside the **ULTRAMATIC**



Packard's Golden Anniversary press kit issued for April 28, 1949, exemplifying the virtues of the Ultramatic transmission's hill-holding ability, thanks to chief engineer Jesse Vincent.

**P**otential Packard customers taken on test drives in the last half of 1949 found out for themselves. It seemed beyond belief. They discovered how the Packard-designed Ultramatic transmission could hold the heavy car on a notable incline with no foot on the brake, then, with a wisp of power, move the car forward in a smooth display of finesse. The factory explained, "Power transmitted to the rear wheels through the torque converter holds the car motionless... This unique measure assures the driver responsive control in traveling over hilly terrain, negotiating railroad up-grade and similar traffic conditions."

Packard had no fresh engine news to blast upon the public while celebrating its 50th anniversary. Appearance of its models was little changed from the previous 22nd Series of 1948 and early 1949. There were adjustments to details here and there, so to speak, but nothing major. That is, except for the Ultramatic.

The man at the top saw it differently. George T. Christopher, Packard president and general manager, said the

new 23rd Series for late 1949 and 1950 contained "77 major improvements and dozens of minor changes, adding up to the finest of the 1.2 million automobiles which Packard has produced in the past 50 years." That acclaim came in a special media press kit issued on April 28, 1949. In anticipation of the launch, he added that "more than 5,000 of these new cars already have been built." Display of the Golden Anniversary Packards was to be unveiled in dealerships one week after the announcement. The anniversary was to begin with that launch on May 3.

Honestly, the real hero of the new Packard launch was that Ultramatic, which was quite a piece of inventiveness in its day. It's not that an automatic or even semi-automatic transmission was unheard of. Various types and configurations had been part of automotive advancement much earlier in the industry, namely General Motors' Hydra-Matic that had debuted on Oldsmobile in late 1939 for the 1940 model year. At Packard, wartime worries and production needs superseded its development for passenger car usage. Yet Packard leader-

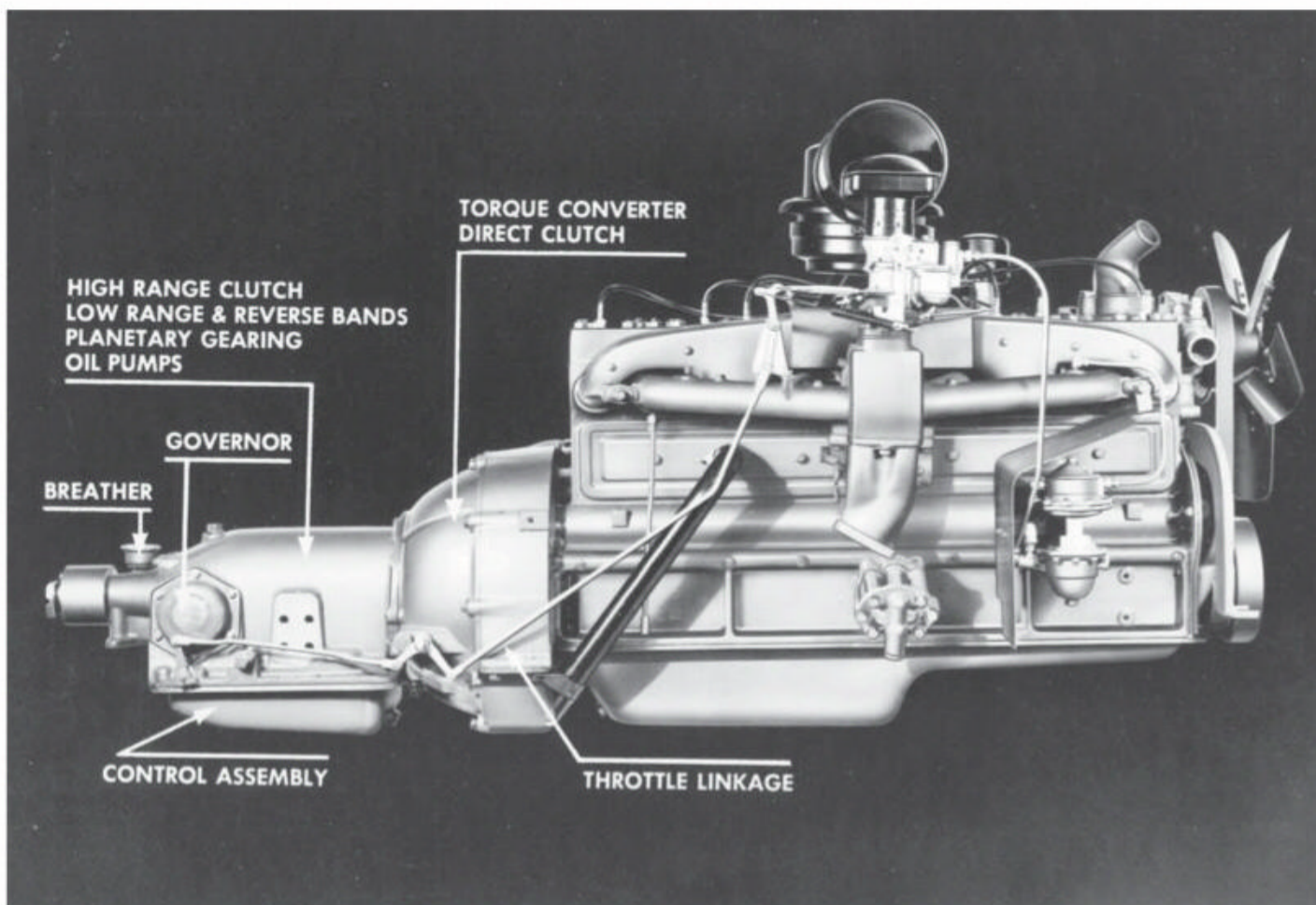
ship tinkered with a new postwar automatic that would be more than sufficient for its needs.

The tooling job took \$7 million out of Packard's budget. That was above the cost for planning, designing and pre-production finalities. First to receive the blessed results of Packard planning were the Custom models, which carried the automatic transmission as standard equipment. As time progressed, so the factory promised, it became optional on the Super Eight and Deluxe/Standard lines.

Shifting options were simple and essentially in line with those set earlier by GM's Hydra-Matic, save for Packard's addition of park. The gears were: P=parking, N=neutral, H=high gear, L=low and R=reverse. It was all pretty basic by today's standards, but worth mentioning to Packard's clientele in 1949 since most drivers were yet accustomed to the settings.

### The man behind the machine

Gaining the most credit for the innovative transmission was Colonel J.G.



The straight-eight motor with Ultramatic attached offered buyers a handy match for the likes of time-honored Packard.

Vincent, vice president of engineering who had traced many successful and creative years in the hallowed halls of Packard in Detroit. He said the combination of a torque converter for acceleration and positive mechanical drive for cruising “makes the Ultramatic Drive more responsive, more positive, and more flexible than any other automatic transmission yet developed.”

It was true. Some brands pushing other variants of automatic transmissions operated with accompanying clunks and jiggles as gears released and meshed, so to speak. But the Packard system, the only such transmission developed by an independent car maker beyond the likes of GMs, Ford Motor Co. or Chrysler Corp., offered smoothness of operation, quiet engagement, and well-metered channeling of power.

The Ultramatic, however, was not intended for fast getaways. It was meant for non-jostling transportation, a typical trait Packard wished to retain.

Vincent assured buyers there was no sluggishness on steep grades and “no overheating in low gear. The driver can go up any hill in direct-drive low range that he could climb in second gear of a conventional car, without the torque converter working.” An increase surge of power was still available when the driver kicked down “to the toeboard” to

release more climbing ability.

Vincent was the leading mastermind on the project. To flesh out his background, the company noted he had joined Packard on July 29 of 1912. His adaptability ranged from the first Packard Twin-Six 12-cylinder invention up to marine and aircraft engines. His was an active involvement, and he had the reserved, usually quiet demeanor to match. A co-designer of the World War I Liberty engine, his background was diverse. Said the Packard head office, “Vincent has been a farmer, blacksmith, bookkeeper, salesman, machine shop worker, automobile mechanic, engine designer, automobile engineer and executive, as well as soldier, airplane pilot, speedboat enthusiast, and ‘businessman’s golfer.’”

The company added, “Few men can pack as much into a lifetime as Vincent. But he claims he still has ‘a lot of packing to do!’”

How true. He was to stick with Packard into the early James J. Nance years at the helm in the 1950s. In effect, most of the inventiveness of Packard through its golden years and well into postwar time was attributed in major ways to Vincent.

Even today, each time they take the wheel of an Ultramatic Packard, Packard drivers can sense the feel of Vincent, his choice of quality, of driver control, of easy in handing, of — quite clearly — the Packard mystique.

“Only Packard can build a Packard,” ran the adage, and Vincent was the main man behind the truth of that matter.

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## In search of a deuce coupe

**F**or so many reasons, the 1932 Ford was a revolutionary new car. Not just because of the availability of Henry Ford's new and fabulous V-8 engine, but because of the advancements in automobile construction and materials that these cars pioneered on a massive scale — namely, their all-steel body construction that all but eliminated the need for wood.

For collectors today, finding an original, unmolested 1932 Ford is a rare occurrence. Back in the late 1940s and early 1950s, these cars were abundant and cheap. Given their available V-8 power and metal body construction, 1932 Fords were perfect starting points for early drag racers, customizers or just kids wanting a cool-looking first car.

Today there are a number of suppliers feeding the need for the 1932 Fords (and other early V-8 models) with custom and fiberglass bodies for which one can build their own rod, be it mild or wild. But what about the purist — someone who has an original chassis and drive train that wants to do an authentic restoration? Where do you find a solid, rust-free all-steel body just like those produced at Ford's Rouge assembly plant back in 1932?

In search of an answer to that question, we found United Pacific International (UPI), a global company that supplies hundreds of products to the automotive trade. It also supplies reproduction parts for a myriad of makes and models. Over the last few years, it has been developing a very special line that fits a restorer's needs to a "T," especially if they are working on a 1932 Model 18 with a V-8 or a Model B coupe with a four-cylinder.

### Inside UPI

At the entrance to the massive warehouse and distribution center of UPI, I was greeted by David Odegard, the hands-on director of research and development for the company. After an overview of UPI's product line, Odegard asked if I wanted to see where the product development took place. It was an easy question to answer.

Tucked away in a corner of the facility was pure Ford gold. Several original 1932



The author with UPI's David Odegard next to the company's own '32 coupe. All of this car's body accessories and trim come straight from the company's catalog.

Courtesy United Pacific International



This rust-free original 1932 Ford five-window coupe body is the test bed that UPI uses to check and double check its coupe components.



Identical in every aspect to the original, save for a slightly heavier grade of sheet metal, this UPI-produced body was just being completed on its rotisserie developed specifically to assemble these bodies.



Accurate in every detail we could find, this 1932-'34 Ford pickup truck body is one of UPI's latest innovations.



Ford's original 1932 light-duty commercial vehicle radiator grille was stamped out of one piece of metal, exactly how the new reproductions are made by UPI.



A side-by-side comparison of an original 1932 Ford pickup body and a freshly completed body from UPI shows that no detail has been overlooked.



Ford chassis were undergoing test-fitting for bodies, fenders and other related parts. On or near the chassis were original bodies for a 1932 five-window coupe and a 1932 pickup truck. These bodies had helped UPI develop body panels and then, in 2014, sell its own complete bodies for the 1932 Ford five-window coupe and then, in 2017, its new 1932 Ford pickup bodies.

"Our bodies are identical to those that Henry Ford produced," Odegard explained, "with one exception. Henry used 19-gauge steel. We use 18-gauge, which is slightly thicker and a bit heavier than the original."

I closely inspected the stampings and compared them to the original bodies that were being used to test-fit everything UPI produces and sells. Every factory detail had been replicated — the accent lines, the curves and even the original rivets that were used in the assembly of these bodies.

UPI doesn't just sell assembled bodies using the panels it produces, it also sells the individual panels. While a good portion of its customers are street and hot-rod builders looking to rebuild or replace an original body, restorers of early-model V-8s are also using UPI panels for concours-level stock restorations.

Each completed body is assembled on a welding buck in an operation similar to what the factory performed. Exact measurements ensure that these will fit perfect every time. The entire operation is done on a special rotisserie device that allows complete access by the craftsmen who build each body.

"The truck is interesting," Odegard told *Old Cars*, "The body and doors and front chassis sheet metal was the same from 1932 to 1934. The beds were the same, but each year, the fender design changed. We keep in stock all three dif-

ferent rear fenders, and again, they are identical to the originals."

## Building a better Ford

This was an excellent opportunity to see just how Henry Ford's company had designed and built these 1932 Fords since UPI had reproduced them. The original gussets and braces used when the '32 Fords were new had been replicated on UPI's body. It was explained that every piece had been researched and, with the help of original drawings, replicated down to the smallest detail.

"One thing we are very proud of is our licensing agreement from Ford Motor Company," Odegard said, "Every item we sell has to meet the original manufacturer's strict standards."

We began to closely inspect both the original Ford-built bodies against both the UPI coupe and pickup truck and were impressed that nothing had been overlooked. While Ford bodies were all steel in regard to the framing, bracing and outer skins, wood was used in limited applications to mount the seats and other interior pieces. These wooden items have also been duplicated by UPI in the use of its new bodies.

Odegard really knows his Fords. We found he is an enthusiast with not only a professional interest in the products of UPI, but he also into the heritage of the cars that his company is helping to keep alive. As we were studying the bodies and products, he explained how some of the secrets of Ford's assembly techniques were innovative for their time.

## Inside Ford innovation

"Both the passenger cars and the light-duty pickups used identical chassis and running gear," Odegard said. "While the hoods and radiator shells were different between car and truck,

many other items were the same, such as the front fenders, wheels, firewall and instrument cluster."

He explained how the instrument cluster was part of an integral mount that attached directly to the firewall during chassis buildup. Coming down the assembly line, all the connections for the speedometer, fuel gauge, oil pressure indicator and other meters could be made in an open atmosphere. When the completed and trimmed-out body was dropped and decked to the chassis, the instrument panel was a part of that structure and, through proper planning, the cluster of instruments was perfectly mated to the instrument panel.

"Always looking for ways to save money and time in building these cars, this was another innovation from Ford," Odegard said. "Our bodies come with the original-style dashboard welded in place, just as the originals. When the restorer drops his body onto their chassis, it will mate up just like it did in 1932."

When asked why UPI had limited its complete body selections to the five-window coupe and pickup, Odegard said that both of those were in high demand by the market and that other popular 1932 Ford body styles were already being produced by other companies.

While today's hobbyists may have struggled with the idea of cutting up an original Ford coupe to build a street rod or custom, they now have an option to personalize the car of their dreams without altering an original Henry Ford masterpiece. We think Henry Ford would approve.

*United Pacific International markets its many available reproduction products through more than 400 retailers, many of those found in the pages of Old Cars. Learn more at [www.upauto.com](http://www.upauto.com).*



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**38  
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# AMERICAN TREASURE TOUR MUSEUM

*A glance inside the  
American Treasure  
Tour Museum*

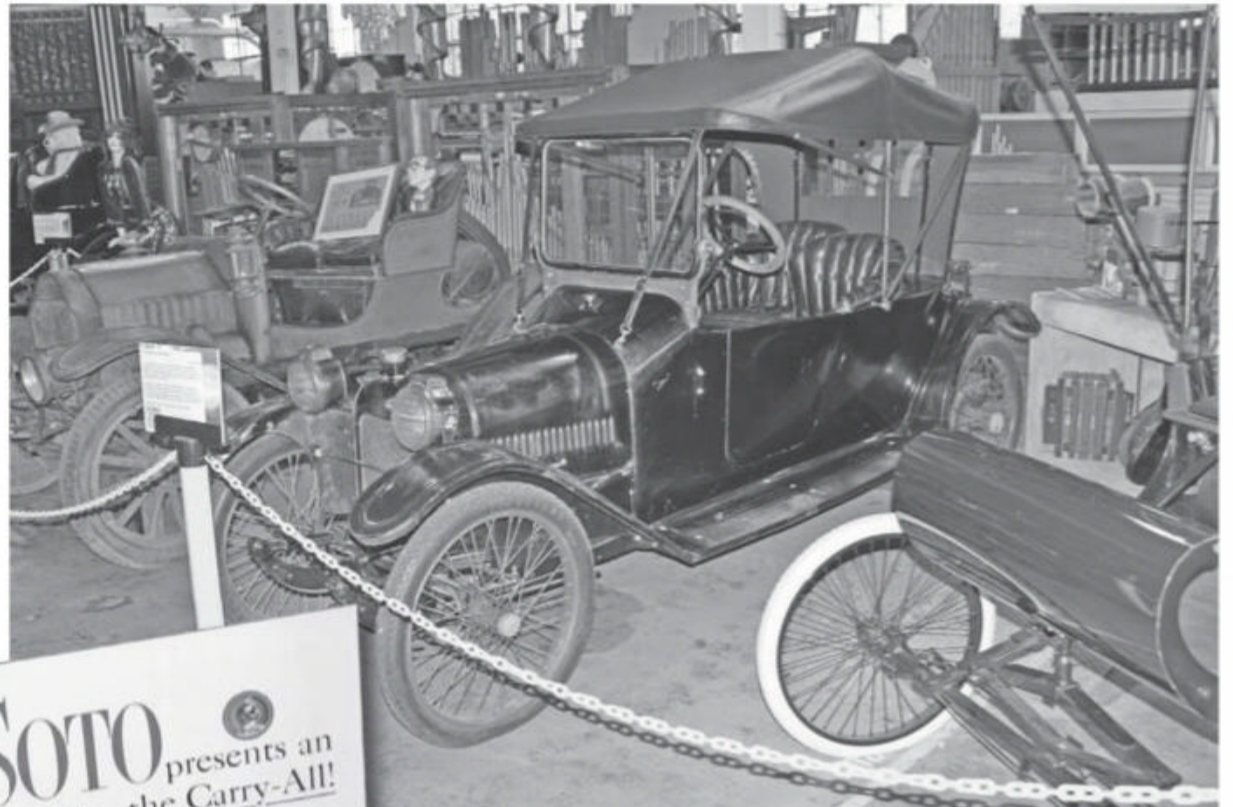
BY MICHAEL PETTI;  
PHOTOS BY JIM HAKLAR

**T**he American Treasure Tour Museum in Oaks, Pa., is an adventure through popular culture before the digital age took over. A tram takes visitors through the 100,000-sq.-ft. museum, which is located in a former B.F. Goodrich tire factory.

Some of the automobiles on display include a 1907 ABC touring, 1914 Woods Mobilette, postwar Crosley, shoebox Ford convertible and a 1957 Studebaker Scotsman wagon. Several popular postwar convertibles are on display, and there's a line of very early prewar trucks to enjoy. While gearheads are admiring the assorted vehicles, family members who are less transportation-inclined can enjoy a potpourri of other items including automatic music machines covering a century, store animations, advertisements, circus posters, a 4,000-popsicle stick castle and a 20-foot-tall stiletto shoe.

The museum is opened Thursday through Sunday from 10 a.m. to 3:30 p.m.

**American Treasure Tour Museum**  
**1 American Treasure Way**  
**Oaks, PA**  
**866-970-8687**  
**[americantreasuretour.com](http://americantreasuretour.com)**  
**[info@americantreasuretour.com](mailto:info@americantreasuretour.com)**



ABOVE: Have you ever seen a 1914 Woods Mobilette?

LEFT: 1949 De Soto Carry-All advertisement.

BELOW: Front view of a 1957 Studebaker Scotsman wagon.



LEFT: Crosley next to a "Shoebox" Ford.

ABOVE: A rare ABC Touring.

RIGHT: Danny, Moe & Joe next to Betty Boop.



## Indianapolis Motor Speedway Museum goes to vault for new display

STORY AND PHOTOS  
BY RON KOWALKE



Larry "Butch" Hartman was a five-time champion on the United States Auto Club (USAC) stock car circuit in the 1970s. His Dodge Charger is presented in post-battle condition after its final race at Michigan International Speedway, including a tire "donut" mark courtesy of A.J. Foyt.

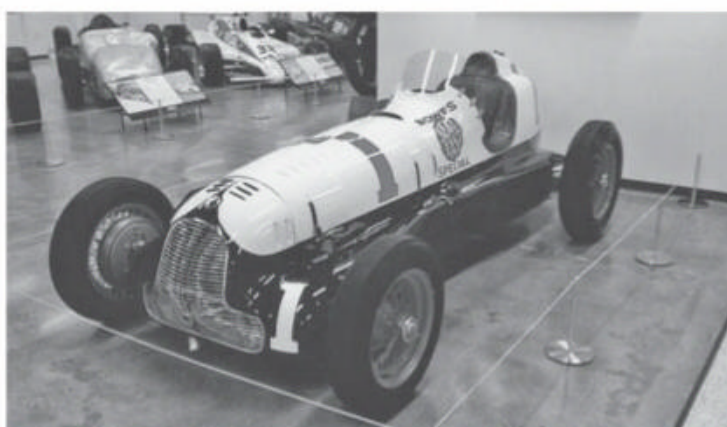
# FROM INDY'S VAULT

All the recent headlines announcing Roger Penske's purchase of the Indianapolis Motor Speedway (IMS) may have overshadowed the Nov. 20 debut of the IMS Museum's new display titled "From The Vault." This display is newsworthy in itself, comprised of never-seen-before or rarely shown race cars and racing memorabilia. These artifacts that make up a small portion of the museum's immense collection donated over the past 60 years.

The "From The Vault" display is shown in three separate areas of the IMS Museum. It includes floor displays for race cars, street vehicles and large trophies as well as many historic items such as helmets, driver uniforms, race programs and photographs organized in glass cases. It gives equal representation to the span of the more than 100-year history of IMS, beginning in 1909 to current year, with breaks for both World Wars I and II. Racing at the "Brickyard" preceded the first 500-mile contest in 1911. This race was won by Ray Harroun in the Marmon Wasp, which is on display in a separate wing of the museum along with all other Indianapolis 500-winning cars.

The pre-500 history of the track is represented in the "From The Vault" collection by a replica of Erwin George "Cannonball" Baker's 1909 Indian, showcased as the stripped-down two-wheeler he used to win a Aug. 14, 1909, motorcycle race at the speedway.

The "From The Vault" collection also includes many items on display that encompass racing that occurred beyond IMS. With the recent raves for the movie "Ford vs. Ferrari," the display includes topical representation of both a Ferrari 250LM and Ford GT40 Mk II sports cars that saw action in the 1960s at France's 24 Hours of Le Mans events depicted in the film. The Ferrari on display is the actual winner of the 1965 Le



The subjects of the recent movie "Ford vs. Ferrari," both a Ferrari 250LM (top) and Ford GT40 Mk II (bottom) represent the cars raced at the 24 Hours of Le Mans event in the 1960s. The 3.3-liter V-12-powered Ferrari was built in 1964 and won at Le Mans in '65 as part of Luigi Chinetti's North American Racing Team. The Ford GT40, built in 1966, saw limited duty at the 12 Hours of Sebring race.

Among the stunning cars on display as part of the "From The Vault" collection is this Mercedes-Benz W196 streamliner that won World Championships in both 1954-'55 with Juan Manuel Fangio and Stirling Moss as its drivers.

Many of the prewar cars that competed at the Indianapolis Motor Speedway were near works of art in their fabrication and finish. Included in this group is the Bowes Seal Fast Special.



The “From The Vault” display includes many items that showcase the Indianapolis Motor Speedway’s history, going back to its inception in 1909. Included is this tribute to the track’s four founders: Arthur Newby, Frank Wheeler, Carl Fisher and James Allison.

Mans race, co-driven by Masten Gregory and Jochen Rindt and entered by Luigi Chinetti’s North American Racing Team.

The late, legendary automotive entrepreneur Carroll Shelby — portrayed in “Ford vs. Ferrari” by actor Matt Damon — is also represented in the “From The Vault” display. Shelby is listed as the driver of the hastily finished Dodge Viper sports car shown, which paced the 1991 Indianapolis 500. Staged near the Viper is Larry “Butch” Hartman’s Dodge Charger in which he captured multiple USAC stock car division championships. The bright yellow Charger still sports the tire “donut” on its right side door, inflicted by A.J. Foyt during a heated battle at Michigan International Speedway during the car’s final race.

Other noteworthy sports cars included in the “From The Vault” display include the Corvette SS built in 1957 and driven by John Fitch at the Sebring (Fla.) 12 Hour race and the Mercedes-Benz W196 streamliner driven by both Juan Manuel Fangio and Stirling Moss to Grand Prix World Championships in both 1954 and ’55. However, the majority of racing cars on display are veterans of Indianapolis 500 competition. Some are famous due to their builders, some for their drivers and others for their innovative craftsmanship in the eras when creativity was not legislated by a rulebook.

The “From The Vault” display will continue until April 20, 2020. Hours of operation are 10 a.m. to 4 p.m. (Eastern Time) through Feb. 29, and 9 a.m. to 5 p.m. thereafter.

**Indianapolis Motor Speedway Museum**  
**4750 West 16th St.**  
**Indianapolis, IN 46222**  
**indyracingmuseum.org**  
**317-492-6784**

An interactive part of the IMS Museum’s “From The Vault” display is the Offenhauser Petting Zoo where patrons can study up-close the inner workings of the Offy racing engine.

A better look at Larry “Butch” Hartman’s Dodge Charger sporting the Foyt “donut.”

Having completed only 23 laps of racing in the 1957 12 Hours of Sebring event before being retired from competition, this Corvette SS sports car gained notoriety for Chevrolet, and its engineering staff including Ed Cole, Harley Earl, Zora Arkus-Duntov, Bill Mitchell and Harry Barr.

A large part of the IMS Museum’s “From The Vault” display includes trophies awarded to winners of noteworthy races held worldwide. This sterling silver masterpiece was awarded by the Chicago Auto Club to winners of the Elgin Road Races held before and after World War I, 1910-’20.



A 1978 Travco Dodge Three-Twenty welcomed travelers to Elkhart, Ind., and the RV/MH Hall of Fame at the time of *Old Cars*' September 2019 visit.



# TOPS 'Trailer Park'

## RV/MH Hall of Fame Museum, Library and Event Center

**N**orthern Indiana is well-trod territory for old car enthusiasts between the Auburn-based Auburn Cord Duesenberg Automobile Museum, National Auto & Truck Museum and Early Ford V-8 Foundation Museum, plus the Studebaker National Museum in South Bend. Even repeat visitors to the region probably haven't learned everything about Indiana's tremendous contributions to vehicular history and culture until they've also seen the RV/MH Hall of Fame Museum, Library and Event Center in Elkhart.

Situated off Interstate 80/90, this recreational vehicle and motorhome institution is aptly located. Elkhart County and its environs claim to produce an astounding 80 percent of America's campers, motor homes and travel trailers. Its

dominance of the industry is popularly traced to 1930s entrepreneurs such as Milo Miller, Wilbur Schult and Harold

Platt. These men launched trailer businesses in their backyards and saw them expand at a Depression-defying pace

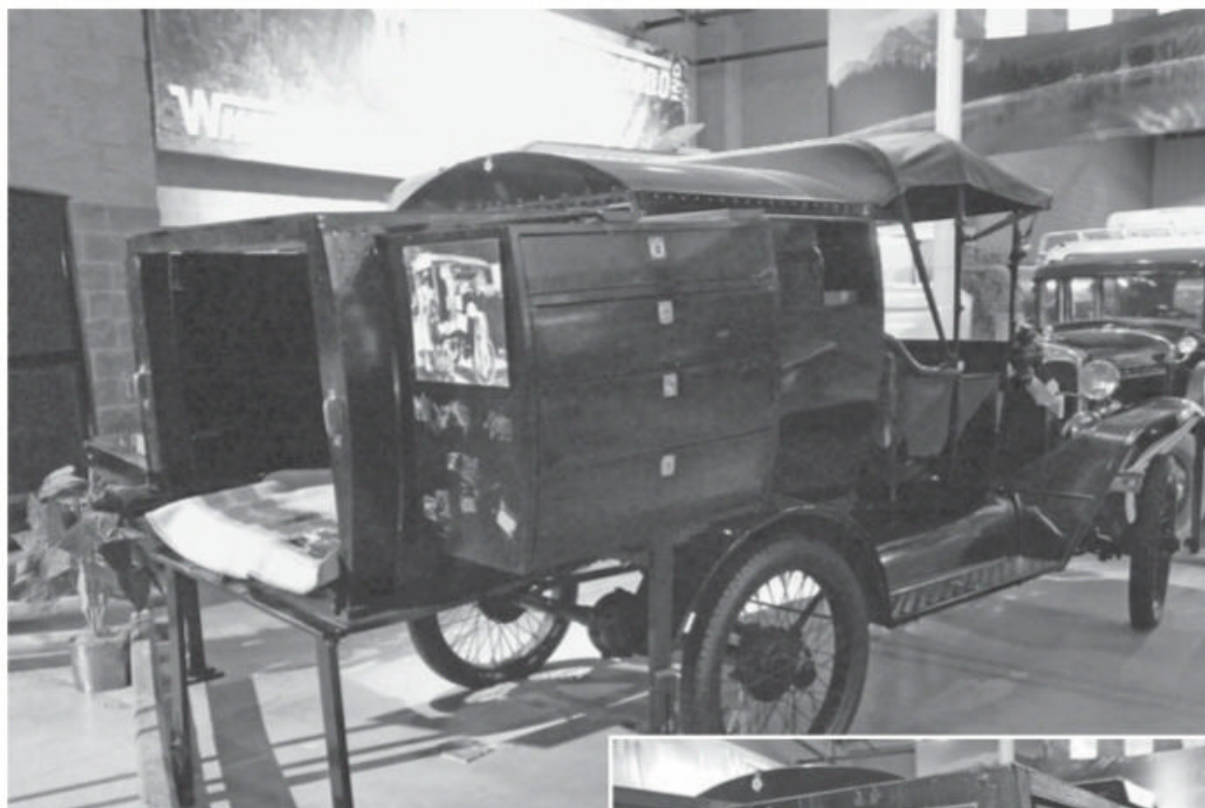


thanks to an area labor pool that had related automaking experience. The area also had well-developed rail and highway networks that facilitated the worldwide shipment of trailers and components. Many employees of these early enterprises went on to launch RV-related businesses of their own that spurred additional suppliers to set up shop in the area.

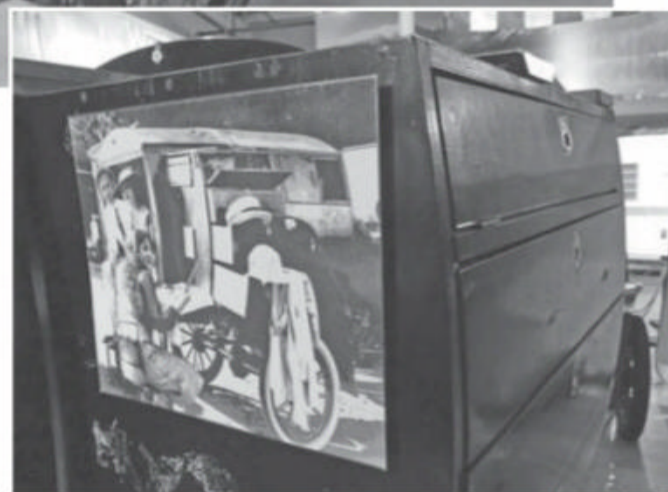
By the time press accounts started dubbing Elkhart the “Trailer Capital of the World” around 1948, some 100 firms were thus engaged. Even though Interstate 80 has succeeded the Historic Lincoln Highway as the main road to Elkhart, it’s still *the* place to go for RV service, parts, dealerships, campgrounds and some of the largest RV rallies in the country.

The expansive 100,000-sq.-ft. museum that *Old Cars* visited last September is the flagship achievement of a heritage foundation formed in March 1972 by a group of trailer dealers and trade magazine publishers attending the annual Mobile Home Manufacturers Association meeting in Washington, D.C. Their aim was a hall of fame honoring people who had played important roles in the RV industry’s growth, as well as the preservation of literature and photos chronicling its development. Their archive initially filled just a single file cabinet that was moved between the homes or offices of various organization chairmen. When Vern Sailor became the RV/MH Heritage Foundation’s fourth chairman in 1986, he lobbied industry colleagues to establish a more permanent home. That became a reality when the city of Elkhart contributed land and \$100,000 of start-up capital toward offices opened at 801 Benham Avenue in August 1990.

Once the goal of creating a public museum in this building reached critical mass after Carl A. Ehry was hired as foundation president in 1994, only a half-decade passed before the board decided its Hall of Fame, exhibits and



One of the oldest, neatest campers exhibited at the RV/MH Hall of Fame is this 1915 Ford Model T fitting a San Francisco-made “Automobile Telescope Apartment” that sold for \$100 in 1916. Its sidemounted cabinets would slide into the “bedroom” before the rear section compactly telescoped into the forward compartment.



library had grown to the point where a larger, better-located facility was called for. The fundraising campaign started in 2000 progressed quickly enough that the foundation’s current site off I-80/90 east of downtown Elkhart was acquired by the end of 2001. Ground for the first phase was broken mortgage-free in August 2005.

Some of the best displays the museum would ultimately contain came from the Tehachapi, Calif.-based collection of David Woodworth. A Baptist minister-turned-RV historian and Smithsonian consultant, Woodworth enjoyed exhibiting his RVs while serving as an industry spokesman in the 1990s and early

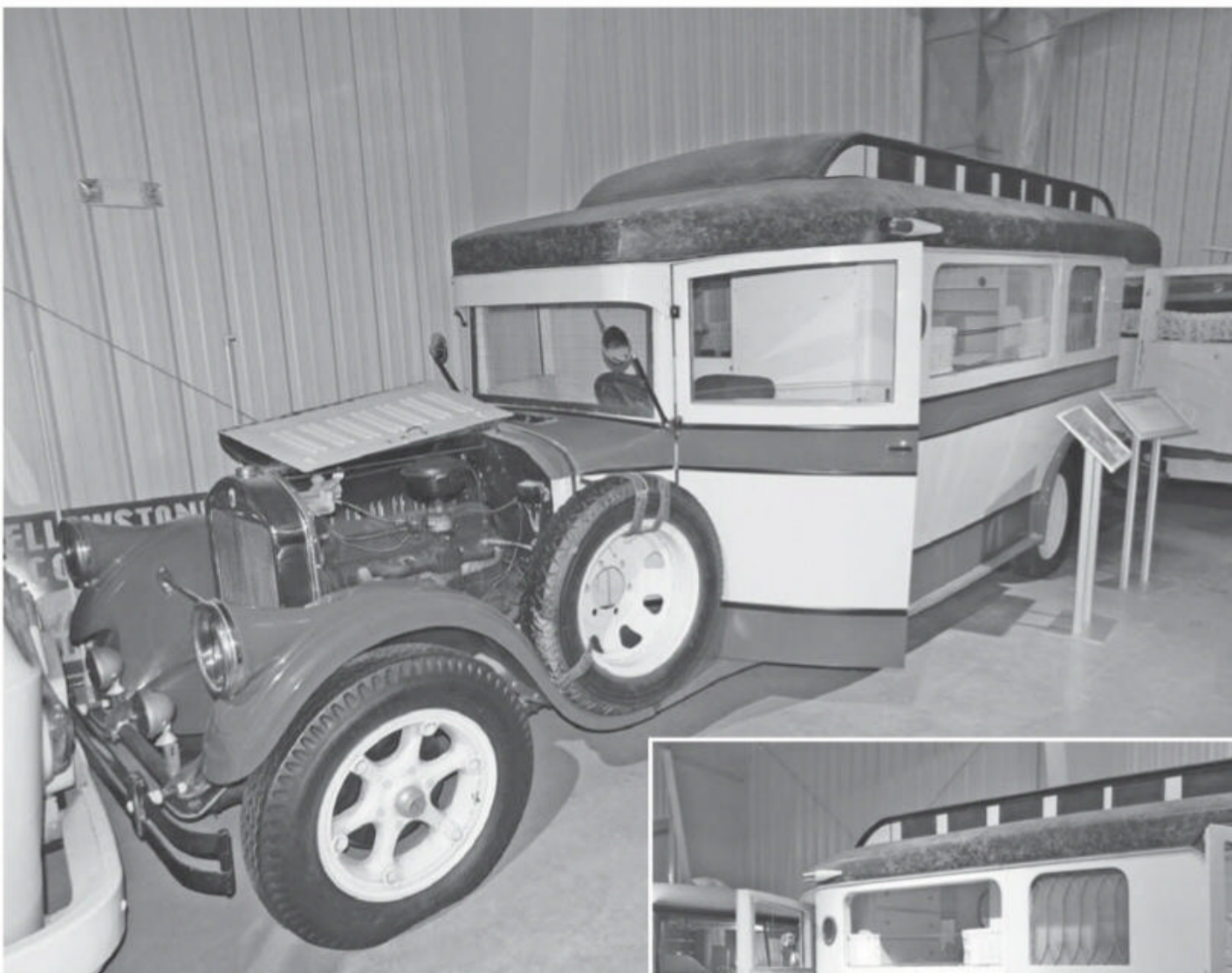
2000s. These acquisitions included a 1931 Chevrolet “Housecar” gifted to Mae West by Paramount Studios and the egg-like, Ford-based 1937 Hunt he’d found in a scrap yard “hippied up” with shag carpeting and black-and-orange tiger-stripe paint work.

Current displays give old car hobbyists ideas about what trailers would look best hitched behind their classic, or which vintage motor home would best circumvent hotel vacancy challenges at Carlisle or Hershey events. Additionally, the Founders Hall at the RV/MH Hall of Fame gets enthusiasts thinking about how RV construction materials progressed from wood to steel to alu-



LEFT: The exterior styling of large recreational vehicles hasn’t dramatically changed in 40 years when today’s RVs are compared to this 1978 Travco Dodge.

OPPOSITE: A 1979 Starcraft Chevrolet van conversion was dwarfed by the 1978 Travco Dodge Three-Twenty outside the RV/MH Hall of Fame in September 2019.

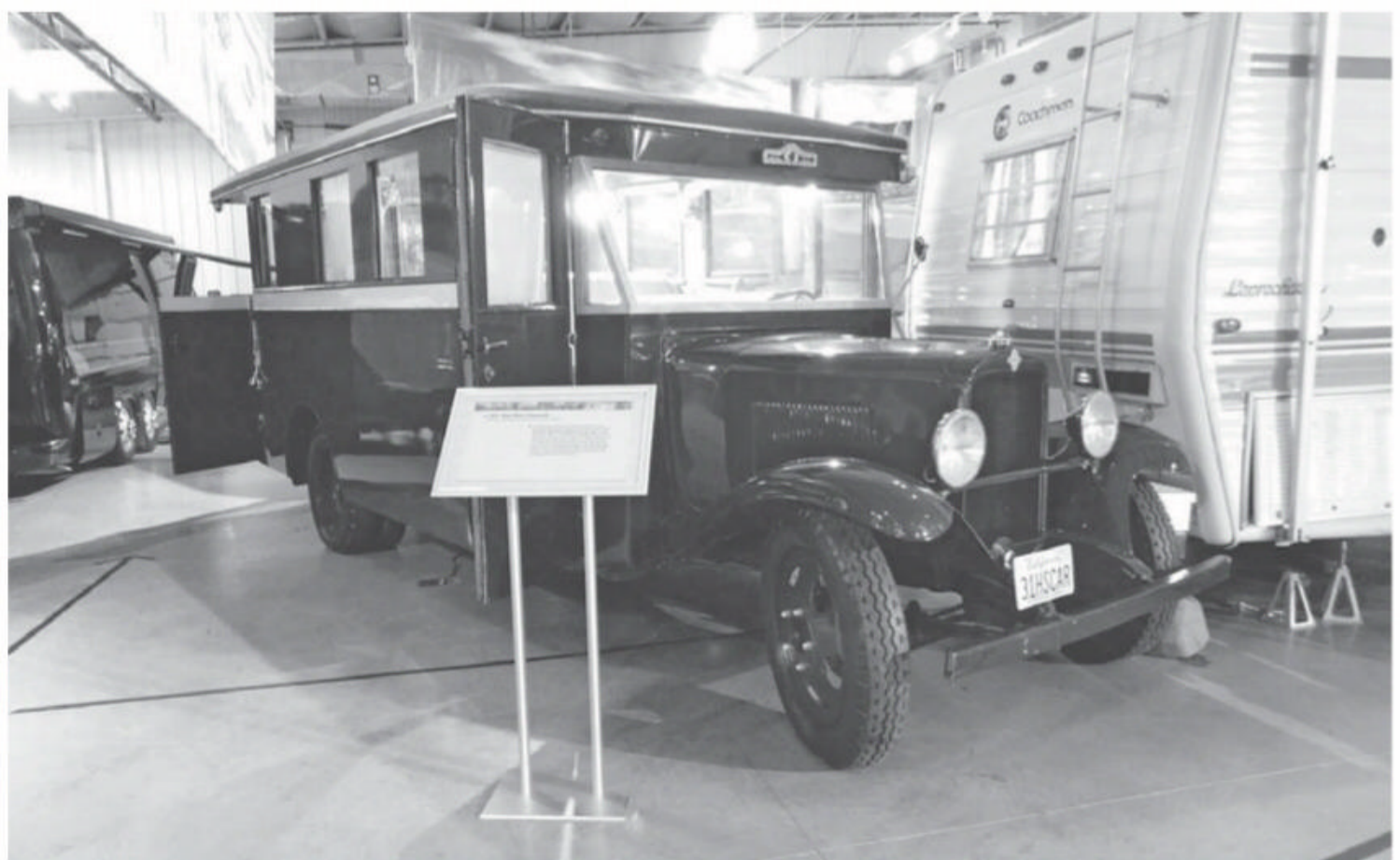


**LEFT & BELOW:** This luxurious 1928 Pierce-Arrow "Privateer" Housecar was built on the Buffalo, N.Y., company's Fleet Arrow truck chassis by a San Diego firm and is said to be one of only three examples built before the Great Depression steered the market toward cheaper recreational vehicles. About 500 Fleet Arrow trucks were made around the reworked Series 80 L-head six before production halted May 1929 in wake of Pierce-Arrow's merger with Studebaker.



**LEFT:** A 1928 Stewart Six truck chassis proved a suitably sturdy basis for this 1929 Weidman Housecar made in upstate New York. Observe the spare tire neatly slots into the starboard side of the body; the driver's side panel on deluxe models folded down to create a platform for a canvas-covered bed.

**RIGHT:** This 1931 Chevrolet was gifted to Mae West by Paramount Studios as an inducement to leave vaudeville and start making movies. Note the turn signals mounted above the windshield where they're easily seen.



**RIGHT:** Plush interior adorned with bud flower vases confirms Mae West's 1931 Chevrolet Housecar was supposed to be chauffeur-driven to shoot locations as opposed to being used for camping; West especially enjoyed using a rocking chair on the open "back porch."



**LEFT:** In addition to campers mounted on vehicle chassis, the RV/MH Hall of Fame Museum also displays pull-behind campers. From the museum's display, vintage vehicle enthusiasts with an appreciation for nature can gather ideas for pull-behind campers for their own old car or truck.



**LEFT:** This streamlined Housecar, dubbed "The Star" due to the ornament topping its 1937 Ford truck grille, was one of 50-or-so constructed during the 1930s and '40s by Hollywood cinematographer and amateur auto and motorcycle racer J. Roy Hunt. The semi-recessed tear-drop headlamps are 1937 Ford passenger car items, while the interior features a fold-out toilet in the shower.

**RIGHT:** Paul Jones of Cape Coral, Fla., built this wildly baroque Star Streak II motorhome in 1988 upon a 1976 Cadillac Eldorado chassis powered by a 1976 Oldsmobile Toronado 455 V-8. Aluminum construction kept the curb weight down to 5,400 pounds, while its 270-inch length and 83-inch height had standard residential garages in mind.



minum to fiberglass as the 20th Century advanced. Many exhibit vehicles are open for interior walk-arounds; this encourages visitors to examine how décor schemes evolved from 1920s campsite rustic to 1950s suburbia and 1970s wood-paneled, shag-carpeted rec room hedonism in sync with residential housing trends from their respective periods.

Scholars seeking a deeper dive into history can also avail themselves to the only library dedicated entirely to archiving the literature, photos, factory records and trade journals of the RV and manufactured housing industries. The museum's Exhibitor Hall speaks to the present as well as the past via displays of new RVs and interactive computer kiosks orienting visitors to manufacturers, component suppliers, dealers and campgrounds affiliated with the Go RVing Coalition. Elkhart County further ices the cake with a web link at [www.visitelkhartcounty.com/rv/factory-tours/](http://www.visitelkhartcounty.com/rv/factory-tours/) that details the factory tours many area RV manufacturers offer in hopes of turning visitors into customers.

The RV/MH Hall of Fame is located south of Interstate 80/90 at Exit 96. April 1 to Oct. 31 summer hours are 9 a.m. to 5 p.m. Monday through Saturday and 10 a.m. 3 p.m. Sunday. Nov. 1 to March 31 winter hours are 10 a.m. to 4 p.m. Monday through Saturday with closures on Sunday, Thanksgiving, Christmas and New Year's Day.

Admission is \$12 for adults, \$10 for 60-and-over seniors, \$9 for children aged 6-16 and free for children 5 and under. There's also an \$8 group rate for parties of 14 or more and a \$30 family special admitting a parent with 3 or more dependent children under 16 years of age.

**RV/MH Hall of Fame**  
**21565 Executive Parkway**  
**Elkhart, IN 46514**  
**800-378-8694**  
**[www.rvmhhalloffame.org](http://www.rvmhhalloffame.org)**

## Gooding boasts top AZ sale, plenty of other highlights

*Phil Skinner and Kimberley Knapman reporting*

SCOTTSDALE, Ariz. — Of all of the collector car auctions staged during January Auction Week in the Scottsdale/Phoenix area, one that many old car fans particularly look forward to attending is the sale held by Gooding & Company. Established in 2004, Gooding & Company came to the Valley of the Sun in 2008 and brought with it an experience that went beyond the fine specialty cars it put under the gavel. The sale has become an experience of grandeur with a bit of levity, and with some very impressive sales results along the way.

While the cars were gleaming again this year as they sparkled beneath Gooding & Company's theatrically staged lighting, it was auctioneer Charlie Ross who was really the star. Ross is considered to be the best at his craft by many in the industry, both in the United States as well as his home base of Great Britain. Having watched him for the past 16 years, we have to agree. During the sale, Ross encouraged bids from well-heeled bidders, once refusing a \$500 jump by saying, "I cannot accept that, sir — we are not selling scrap!" When trying to elicit a \$10,000 bid, Ross declared, "That is just a night on the town, at least where I come from!"

But it was the cars that people really came to see, and Gooding & Company did not disappoint in Scottsdale. Taking the top dollar sale here, as well as for the entire week at all auctions, was the 1995 Ferrari F50 coupe, impeccable in every way, hammered sold at a sweet \$2,925,000. With buyer's commission, the total was \$3,222,500. This was one of 25 Ferrari models offered at Gooding & Company and one of 19 declared sold.

Also taking up a major portion of the Gooding roster was the Porsche brand, which saw 24 examples consigned with 22 of those going to new homes, including a trio of early 356 models that had been recently rescued from a storage facility where they had been in hiding for over 30 years. However, the second-highest bid at the sale was made on a 1932 Hispano-Suiza J12 wearing a sleek phaeton bodied by Binder. It was called sold for a bid of \$2,200,000. One of the most anticipated lots was a 1948 Tucker sedan, #34, which was put on the block without reserve. Opening at \$1 million even, the bid advanced quickly, with Ross reminding those in attendance that this was the only Tucker being offered during Arizona Auction Week. The final hammer fell at \$1,850,000; with the commission added, the total was a \$2,040,000.

Originally, 140 vehicles had been slated for the Gooding sale, but several were withdrawn before the auction started, including a 2018 Ford GT coupe. In the end, 137 cars crossed the block over the two sessions with 124 of those called sold for a 90.5% sell-through rating. Total hammer sales were recorded at \$32,923,000. With commission added, the total was \$36,403,510. As with both RM and Bonham's, the new standard for these boutique sales is 12% up to the first \$250,000 and then 10% thereafter.

It was all a most enjoyable experience presented with dignity and a bit of laughter along the way.

OC



The top sale of all of Arizona Auction Week 2020 was this 1995 Ferrari F50 coupe at Gooding & Company, hammered sold at \$2,925,000 (\$3,222,500 with commission). Above: One of several "barn find"-condition Porsches at Gooding & Company was this 1958 356A convertible, with rare original lift-off hardtop, called sold for a bid of \$72,000.





Phil Skinner photos

One of the stars for Auction Week 2020 was 1948 Tucker #34 at Gooding & Co., which was called sold with a bid of \$1,850,000, or \$2,040,000 with buyer's premium.

## GOODING & COMPANY SCOTTSDALE 2020

Jan. 17-18, 2020

Total lots offered: 137

Lots Sold: 124

Sell-through rate: 90.5%

Hammer sales: \$32,923,000

w/comm.: \$36,403,510

Phil Skinner and Kimberly Knapman reporting

	Price/	Cond
<b>1956</b> Alfa Romeo Giulietta Sprint Veloce (lightweight) 2d cpe 1299cc/103hp/4cyl/4spd	<b>\$165,000</b>	3
<b>1969</b> Alfa Romeo 1750 Spider Veloce 2d conv 1779cc/118hp/FI/4cyl/5spd	<b>\$64,000</b>	2
<b>1973</b> Alfa Romeo Montreal 2d cpe 2593cc/200hp/V8/5spd	<b>\$46,000</b>	1
<b>1940</b> American Bantam Model 65 2d PU 46cid/22hp/4cyl/3spd	<b>\$18,000</b>	1
<b>2003</b> Aston Martin DB-AR1 2d rds 5935cc/435hp/V12/6spd	<b>\$227,500</b>	1
<b>1957</b> Austin A35 2d Sed 948cc/34hp/4cyl/4spd	<b>\$14,500</b>	3
<b>1960</b> Austin-Healey 3000 Mk I BN7 2d rds 2912cc/124hp/6cyl/4spd+O/D	<b>\$62,500</b>	1
<b>1965</b> Austin-Healey 3000 Mk II BJ8 2d conv 2912cc/150hp/6cyl/4spd+O/D	<b>\$66,000</b>	2
<b>1961</b> Bentley S2 Continental 2d conv 6230cc/200hp (est)/V8/AT	<b>\$140,000</b>	2
<b>1987</b> Bentley Continental 2d cpe 6750cc/250hp (est)/V8/AT	<b>\$90,000</b>	2
<b>1998</b> Bentley Continental T 2d cpe 6750cc/420hp/FI/V8/AT	<b>\$105,000</b>	2
<b>1937</b> BMW 328 2d rds 1971cc/80hp/6cyl/4spd	<b>\$750,000</b>	4
<b>1981</b> BMW M1 2d cpe 3453cc/277hp/6cyl/5spd	<b>\$330,000</b>	1
<b>1987</b> BMW M6 2d cpe 3453cc/256hp/FI/6cyl/5spd	<b>\$38,000</b>	3



One of our favorites at Gooding & Co. in Scottsdale was this sharp 1960 Peugeot 403 wagon, sold for an impressive bid of \$34,000 — nearly twice its pre-sale high estimate.

<b>1941</b> Cadillac Series 62 2d conv 346cid/150hp/V8/3spd	<b>\$90,000</b>	1
<b>1939</b> Chevrolet Master Deluxe 4d sta wag 216cid/85hp/6cyl/3spd	<b>\$42,500</b>	2
<b>1955</b> Chevrolet Bel Air 2d conv 265cid/162hp/V8/AT	<b>\$55,000</b>	1
<b>1955</b> Chevrolet Cameo Series 3124 2d 1/2-ton PU 265cid/145hp/V8/3spd+O/D	<b>\$57,500</b>	2
<b>1967</b> Chevrolet Camaro Z28 2d cpe 302cid/290hp/V8/4spd	<b>\$135,000</b>	1
<b>1968</b> Chevrolet Camaro SS 2d cpe 396cid/375hp/V8/4spd	<b>\$80,000</b>	1
<b>1963</b> Chevrolet Corvette 2d "Split Window" cpe 327cid/340hp/V8/4spd	<b>\$115,000</b>	1
<b>1963</b> Chevrolet Corvette 2d "Split Window" cpe 327cid/360hp/FI/V8/4spd	<b>\$73,000</b>	3
<b>1967</b> Chevrolet Corvette 2d conv 427cid/435hp/V8/4spd	<b>\$220,000</b>	3
<b>1967</b> Chevrolet Corvette 2d conv L71, 427cid/435hp/3x2-bbl/4spd	<b>\$105,000</b>	2
<b>1967</b> Chevrolet Corvette 2d conv 327cid/350hp/V8/4spd/2 tops	<b>\$38,000</b>	4
<b>1947</b> Chrysler Windsor Town & Country 4d Sed 250cid/114hp/6cyl/semi-AT	<b>\$142,500</b>	1
<b>1956</b> Continental Mark II 2d HT 368cid/300hp/V8/AT	<b>\$80,000</b>	2
<b>1937</b> Cord 812-SC Sportsman 2d conv 288cid/170hp/SC/V8/4spd	<b>\$490,000</b>	1
<b>2018</b> Dodge Challenger SRT-Demon 2d cpe 6.2L/800hp/Hemi V8/AT; 475 orig mi.	<b>\$75,000</b>	1
<b>1960</b> Ferrari 250 GT Series II 2d conv 2953cc/240hp/V12/4spd+O/D	<b>\$1,325,000</b>	1

<b>1967</b>	Ferrari 330GTS 2d conv 3967cc/300hp/V12/5spd .....	<b>\$1,800,000</b>	1
<b>1971</b>	Ferrari 365GTB/4 Daytona 2d cpe 4390cc/352hp/V12/5spd .....	<b>\$545,000</b>	2
<b>1972</b>	Ferrari 246GTS Dino 2d Targa cpe 2419cc/195hp/V6/5spd .....	<b>\$270,000</b>	2
<b>1972</b>	Ferrari 365GTB/4 Daytona Spyder 2d conv 4390cc/352hp/V12/5spd .....	<b>\$1,750,000</b>	1
<b>1980</b>	Ferrari 308 GT4 2d cpe 2927cc/255hp/V8/4spd .....	<b>\$125,000</b>	1
<b>1981</b>	Ferrari 308 GTSi 2d Targa cpe 2927cc/205hp/V8/5spd .....	<b>\$60,000</b>	2
<b>1983</b>	Ferrari 512Bi 2d cpe 4942cc/340hp/V12/5spd .....	<b>\$215,000</b>	2
<b>1984</b>	Ferrari 400i 2d Sed 4823cc/310hp/V12/5spd .....	<b>\$117,500</b>	2
<b>1985</b>	Ferrari 308GTS/QV 2d Targa cpe 2927cc/230hp/V8/5spd .....	<b>\$47,000</b>	2
<b>1988</b>	Ferrari 328 GTS 2d Targa cpe 3185cc/260hp/V8/5spd .....	<b>\$52,000</b>	1
<b>1988</b>	Ferrari Testarossa 2d cpe 4943cc/390hp/H12/5spd .....	<b>\$92,000</b>	1
<b>1990</b>	Ferrari 348ts 2d cpe 3405cc/312hp/V8/5spd .....	<b>\$65,000</b>	1
<b>1995</b>	Ferrari F50 2d cpe 4698cc/513hp/V12/6spd .....	<b>\$2,925,000</b>	1
<b>1998</b>	Ferrari F355 Spider 2d conv 3496cc/375hp/V8/6spd .....	<b>\$90,000</b>	2
<b>1999</b>	Ferrari 360 Modena 2d cpe 3586cc/400hp/V8/6spd .....	<b>\$82,500</b>	2
<b>2001</b>	Ferrari Barchetta Pininfarina 2d conv 5474cc/485hp/V12/6spd .....	<b>\$365,000</b>	1
<b>2007</b>	Ferrari 599GTB Fiorano 2d cpe 5999cc/642hp/V12/F1 at .....	<b>\$130,000</b>	1
<b>2017</b>	Ferrari 488 Spider 70th Ann. Ed. 2d cpe 3900cc/661hp/V8/7spd .....	<b>\$330,000</b>	1
<b>1956</b>	Fiat 1100/103 ETV 2d HT 1089cc/50hp/4cyl/4spd/Vignale body .....	<b>\$85,000</b>	2
<b>1927</b>	Ford Model T rds Chev 5.0L/V8/AT/hot rod .....	<b>\$10,000</b>	2
<b>1930</b>	Ford Model A 2d 5W cpe 200cid/40hp/4cyl/3spd/rumbleseat/rear spare ..	<b>\$13,000</b>	2
<b>1939</b>	Ford Deluxe 2d conv 221cid/85hp/V8/3spd; .....	<b>\$32,000</b>	2
<b>1940</b>	Ford Deluxe 4d sta wag 221cid/85hp/V8/3spd .....	<b>\$48,000</b>	2
<b>1957</b>	Ford Thunderbird E-code 2d conv 312cid/270hp/2X4-bbl/V8/AT .....	<b>\$80,000</b>	1
<b>2006</b>	Ford GT Heritage Ed. 2d cpe 5.4LK/550hp/V8/6spd .....	<b>\$385,000</b>	1
<b>1932</b>	Hispano-Suiza J12 Binder 4d Dual Cowl Phae 9424cc/220hp/V12/3spd; RHD	<b>\$2,200,000</b>	1
<b>1953</b>	Jaguar XK120 2d rds 3442cc/180hp/6cyl/4spd/skirts .....	<b>\$90,000</b>	1
<b>1953</b>	Jaguar XK120 2d rds NOM 4235cc/265hp/6cyl/4spd/mod. ....	<b>\$62,500</b>	2
<b>1955</b>	Jaguar XK140 2d conv 3442cc/210hp/6cyl/4spd+O/D .....	<b>\$100,000</b>	2
<b>1956</b>	Jaguar XK140 Aerodyne 2d cpe 3871cc/265hp/6cyl/4spd/Custom body ...	<b>\$250,000</b>	1
<b>1961</b>	Jaguar XKE Series I 2d conv 3781cc/265hp/6cyl/4spd .....	<b>\$240,000</b>	1
<b>1964</b>	Jaguar XKE Series I 2d conv 3781cc/265hp/6cyl/4spd .....	<b>\$140,000</b>	1
<b>1966</b>	Jaguar XKE Series I 2d conv 4235cc/265hp/6cyl/4spd (titled as 1967).	<b>\$177,500</b>	1
<b>1993</b>	Jaguar XJ220 2d cpe 3498cc/542hp/Twin-Turbo/V6/5spd .....	<b>\$305,000</b>	1
<b>1910</b>	Knox Type-O 2d Trng 373cid/45hp/4cyl/3spd; RHD .....	<b>\$190,000</b>	2
<b>1968</b>	Lamborghini Miura P400S 2d cpe 3929cc/370hp/V12/5spd (titles as 1970)	<b>\$1,125,000</b>	1
<b>1925</b>	Lancia Lambda 5th Series 4d Trng Torpedo 2119cc/49hp/V4/4spd; RHD .....	<b>\$270,000</b>	2
<b>1997</b>	Land Rover Defender 90 Lightweight 2d 4x4 SUV 4.0L/182hp/V8/AT .....	<b>\$147,500</b>	1
<b>1940</b>	Lincoln-Zephyr 2d 3W cpe 292cid/120hp/V12/3spd .....	<b>\$40,000</b>	1
<b>1951</b>	Lincoln Lido 2d Sed 336cid/154hp/V8/AT .....	<b>\$24,000</b>	2



Phil Skinner photo

**Auctioneer Charlie Ross had lots of fun with this 1960 Volkswagen rolling donut shop, showing just over 10,500 miles from new, bringing an impressive \$110,000 winning bid at Gooding & Co. Below: Values on Lincoln-Zephyrs seem to have fallen back. This near-perfect 1940 business coupe traded hands for a bid of just \$40,000.**



Phil Skinner photo

<b>2009</b>	Maybach Model 62 4d Limo 5513cc/543hp/V12/AT .....	<b>\$125,000</b>	1
<b>2014</b>	McLaren P1 2d cpe 3.8L/903hp/Twin Turbo/V8/7spd .....	<b>\$1,050,000</b>	1
<b>2016</b>	McLaren 675LT-Spider 2d Targa cpe 3799cc/666hp/V8/AT .....	<b>\$205,000</b>	1
<b>1958</b>	Mercedes-Benz 220S "Ponton" 2d conv 2195cc/115hp/6cyl/4spd .....	<b>\$125,000</b>	1
<b>1958</b>	Mercedes-Benz 300SL 2d conv 2996cc/250hp/6cyl/4spd .....	<b>\$850,000</b>	2
<b>1961</b>	Mercedes-Benz 300SL 2d conv 2996cc/250hp/6cyl/4spd .....	<b>\$700,000</b>	2
<b>1970</b>	Mercedes-Benz 280SE/3.5 2d HT 3499cc/230hp/6cyl/AT .....	<b>\$75,000</b>	1
<b>1971</b>	Mercedes-Benz 280SE/3.5 2d conv 3489cc/230hp/6cyl/AT .....	<b>\$280,000</b>	1

<b>1978</b>	Mercedes-Benz 280SE 4d sed 2744cc/182hp/6cyl/4spd .....	<b>\$70,000</b>	2
<b>1987</b>	Mercedes-Benz 560SEC 2d cpe 5547cc/238hp/V8/AT/sunroof .....	<b>\$33,000</b>	2
<b>1990</b>	Mercedes-Benz 190E Evolution II 4d Sed 2463cc/235hp/4cyl/5spd/sunroof	<b>\$390,000</b>	1
<b>2018</b>	Mercedes-Benz G65/AMG Final Ed. 4d 4x4 SUV 5980cc/621hp/Bi-Turbo/V12/AT .....	<b>\$215,000</b>	1
<b>1959</b>	MG A-1600 Twin-Cam 2d rds 1588cc/108hp/4cyl/4spd .....	<b>\$60,000</b>	2
<b>1957</b>	Oldsmobile 98 Holiday 2d HT 371cid/277hp/V8/AT .....	<b>\$52,500</b>	2
<b>1941</b>	Packard Super Eight-180 Darrin 2d conv 356cid/160hp/8cyl/3spd+O/D ....	<b>\$290,000</b>	1

<b>1960</b>	Peugeot 403 4d Estate Wag 1468cc/ 65hp/4cyl/4spd .....	<b>\$34,000</b>	2
<b>1956</b>	Porsche 356A Speedster 2d rds 1582cc/60hp/ H4/4spd .....	<b>\$305,000</b>	4
<b>1958</b>	Porsche 356A 2d conv 1582cc/60hp/ H4/4spd/HT/barn find .....	<b>\$72,500</b>	4
<b>1958</b>	Porsche 356A Speedster 2d rds 1582cc/75hp/ H4/4spd/Rudge wheels .....	<b>\$355,000</b>	1
<b>1960</b>	Porsche 356B Super 90 2d cpe 1582cc/90hp/ H4/4spd/barn find .....	<b>\$50,000</b>	4
<b>1965</b>	Porsche 356C/SC 2d cpe 1582cc/95hp/ H4/4spd .....	<b>\$170,000</b>	1
<b>1965</b>	Porsche 356C 2d cpe 1582cc/75hp/H4/4spd .....	<b>\$107,500</b>	3
<b>1970</b>	Porsche 911S 2d cpe 2195cc/180hp/ H6/5spd .....	<b>\$132,500</b>	2
<b>1970</b>	Porsche 914-6 GT Race car 2d Targa cpe 1991cc/210hp/H6/5spd .....	<b>\$900,000</b>	2
<b>1972</b>	Porsche 911S 2d cpe 2341cc/190hp/H6/5spd .....	<b>\$127,500</b>	3
<b>1973</b>	Porsche 911T 2d Targa cpe 2341cc/130hp/ H6/5spd .....	<b>\$102,500</b>	2
<b>1973</b>	Porsche 911T 2d cpe 2341cc/140hp/H6/5spd .....	<b>\$135,000</b>	2
<b>1979</b>	Porsche 911SC 2d Targa cpe 2994cc/180hp/ FI/H6/5spd .....	<b>\$110,000</b>	2
<b>1979</b>	Porsche 911/930 Turbo 2d cpe 3299cc /241hp/V8/4spd .....	<b>\$140,000</b>	1
<b>1989</b>	Porsche 911/930 Turbo 2d cpe 3299cc/ 282hp/H6/5spd .....	<b>\$100,000</b>	1
<b>1989</b>	Porsche 944-S2 2d cpe 2990cc/211hp /4cyl/5spd/sunroof.....	<b>\$36,000</b>	2
<b>1993</b>	Porsche 964 America Roadster 2d conv 3600cc/247hp/H6/5spd/8300 orig mi .....	<b>\$120,000</b>	2
<b>1996</b>	Porsche 993 Turbo 2d cpe 3608cc/400hp/ H6/6spd/AWD .....	<b>\$135,000</b>	2
<b>2004</b>	Porsche Carrera GT 2d conv 5733cc/605hp/ V10/6spd .....	<b>\$700,000</b>	2
<b>2004</b>	Porsche 996/GT3 2d cpe 3600cc/380hp/ H6/6spd/745 mi .....	<b>\$125,000</b>	2
<b>2008</b>	Porsche 997/GT2 2d cpe 3600cc/530hp/ Twin-Turbo/H6/6spd .....	<b>\$145,000</b>	1
<b>2008</b>	Porsche 997/GT3-RS 2d cpe 3600cc/415hp/ H6/6spd .....	<b>\$180,000</b>	1
<b>2018</b>	Porsche 991/GT3 2d cpe 3996cc/500hp/ H6/6spd .....	<b>\$182,500</b>	1
<b>1960</b>	Rolls-Royce Silver Cloud II 4d sed 6250cc/ 200hp (est)/V8/AT .....	<b>\$60,000</b>	2
<b>1960</b>	Rolls-Royce Silver Cloud II 4d sed 6250cc/ 200hp (est)/V8/AT .....	<b>\$30,000</b>	3
<b>1964</b>	Rolls-Royce Phantom V 4d Limo 6250cc/ 200hp (est)/V8/AT .....	<b>\$150,000</b>	2
<b>1988</b>	Rolls-Royce Corniche II 2d conv 6750cc/ 237hp (est)/V8/AT .....	<b>\$50,000</b>	3
<b>1967</b>	Shelby GT500 2d Fbk HT 428cid/360hp/V8/AT .....	<b>\$115,000</b>	2
<b>1968</b>	Shelby GT350 2d conv 302cid/250hp/V8/4spd .....	<b>\$75,000</b>	3
<b>1932</b>	Studebaker President-State 2d 5W cpe 337cid/122hp/8cyl/3spd; DSM ...	<b>\$140,000</b>	2
<b>1930</b>	Stutz Model M Le Baron 2d Boattail Spds 322cid/113hp/8cyl/4spd .....	<b>\$700,000</b>	1
<b>1970</b>	Toyota Land Cruiser FJ40 2d 4x4 SUV Chev 350ci V8/4spd; mild modified .....	<b>\$23,000</b>	3
<b>1973</b>	Toyota Land Cruiser FJ40 2d 4x4 SUV 4230cc/135hp/6cyl/4spd .....	<b>\$97,500</b>	1
<b>1948</b>	Tucker 48 4d Sed 355cid/166hp/H6/3spd .....	<b>\$1,850,000</b>	1
<b>1960</b>	Volkswagen Transporter 4d mobile donut shop 1192cc/36hp/H4/4spd .....	<b>\$110,000</b>	3
<b>1962</b>	Volkswagen Beetle 2d conv 1192cc/45hp/ H4/4spd .....	<b>\$45,000</b>	1
<b>1974</b>	Volkswagen Karhamm Ghia 2d cpe 1585cc/ 46hp/H4/4spd/24 orig mi. ....	<b>\$77,500</b>	1
<b>1974</b>	Volkswagen Type 18 Thing Acapulco Ed. 4d Phae NOM 1835cc/H4/4spd .....	<b>\$45,000</b>	1
<b>1954</b>	Offenhauser "180" V8 engine w/stand/ex-Phil Hill .....	<b>\$54,000</b>	1

## Topped by 'Bullitt,' Mecum pulls in \$130 million in Jan.

KISSIMMEE, Fla. — Mecum Auctions kicked off the new year by collecting \$130 million in combined sales at its Kissimmee, Fla., collector car sale and Las Vegas Motorcycle auction.

Mecum achieved an 83% overall sell-through rate as a total of 5,259 lots of collector cars, motorcycles, road art and collectible guitars hammered sold in just over two weeks of auction action.

Kissimmee sales were a reported \$105.1 million with 2,140 vehicles changing hands throughout the 11-day auction, which was highlighted by the sale of the famed "Bullitt Mustang," which went for a total sale price of \$3.74 million with buyer's commission.

Top sellers at Kissimmee included:

- 1968 Ford Mustang GT "Bullitt," \$3,740,000;
- 2019 McLaren Senna, \$1,430,000;
- 2015 Porsche 918 Spyder, \$1,430,000;
- 2015 McLaren P1, \$1,089,000;
- 1967 Ford Mustang "Eleanor," \$852,500;
- 1968 Challenger 2 Streamliner, \$561,000;
- 1972 Ferrari 365 GTB/4 Daytona, \$544,500;
- 1932 Duesenberg Model J Tourster, \$522,500;
- 1966 Superformance Ford GT40 MkII, \$484,000;
- 1967 Shelby GT350 Fastback, \$440,000.

The 29th annual Las Vegas vintage and antique motorcycle auction this year achieved \$22.6 million in overall sales as 1,540 motorcycles hammered sold for a 90% sell-through rate. Held Jan. 21-26 at the South Point Hotel and Casino, the auction was topped by the sales of two of Brough Superior's best: a 1922 Mark 1 90 Bore that sold for \$308,000 and a 1930 SS100 that brought \$239,250.

With offerings available at both annual auction events, Mecum's Road Art division achieved total sales of \$1.5 million as 1,579 items hammered sold. The division's top seller was a one-of-a-kind, dealership-sized 1953 Litchfield Hardware Double-Sided Porcelain sign from the top-quality collection of Garrett Betts, which demanded a final sale price of \$35,400.

## Studebakers, other orphans to top VanDerBrink lineup

VanDerBrink Auctions will serve up about 100 collector cars and antique tractors May 30 when it sells the Virgil Marple Collection. The sale will take place at 7949 County Road 11 in Independence, Minn., with bidding beginning at 9:30 a.m.

Marple was a collector of orphan cars and assembled a fleet of more than 40 Studebakers along with Packards, Pierce-Arrows, Franklins, Chevrolets and a handful of tractors. Included in the Studebaker offerings will be a 1947 Studebaker wrecker; 1952 Champions, 1953 Commander Starlight Coupe; 1955 Studebaker President hardtops; various speedsters; 1955 Champions; 1956 Studebaker Power Hawk; 1956 Studebaker Golden Hawks; 1956 Studebaker Champion; 1957 Studebaker Golden Hawks; 1957 Studebaker Silver Hawks; and 1957 Studebaker wagons. Also up for bids will be vehicles from Plymouth, Nash, Kaiser, Hudson, AMC, Wippet, Mercury, Edsel, MG and Volkswagen.

Bidding will be both in person and online. For information, visit [www.vanderbrinkauctions.com](http://www.vanderbrinkauctions.com).

## Gooding reloads for Amelia Island sale

Gooding & Company's annual Amelia Island Auction is set for March 6 at the Omni Amelia Island Plantation on the Friday before the Amelia Island Concours d'Elegance. The event again promises a stellar assortment of classics, sports cars and rarities.

Viewing is available Thursday and Friday beginning at 9 a.m. with bidding starting at 11 a.m. Friday. Admission is \$30, or \$75 for two with a catalog.

Among the highlights:

— 1935 Aston Martin Ulster, one of only 21 customer cars built by the company, with a racing history;

— 1914 Rolls-Royce 40/50 HP Silver Ghost Torpedo Phaeton, a former First in Class and Best of Show nominee at the 2015 Pebble Beach Concours;

— 1956 Alfa Romeo Giulietta Spider Veloce from The Tommy Trabue Collection.

Learn more at [goodingco.com](http://goodingco.com).

## Crane cars headline RM Sotheby's Amelia sale



Darrin Schnabel/RM

Among the headliners at the upcoming RM Sotheby's Amelia Island Auction is this 1932 Duesenberg Model J convertible coupe, which will be sold with no reserve.

RM Sotheby's will celebrate its 22nd year at Amelia Island with another stacked menu of high-end machines. The auction will be held at the oceanfront grounds of the Ritz Carlton Amelia Island on March 6-7.

Bidding on the approximately 150-car lineup will begin Friday at 5 p.m. and Saturday at 11 a.m. Preview sessions will be held Thursday and Friday at 10 a.m.

Among the top early consignments are three prizes from the Keith Crane collection:

- A 1932 Duesenberg Model J convertible coupe by Murphy, J-143, offered at no reserve;
- 1930 Cadillac V-16 Sport Phaeton by Fleetwood, no reserve;
- 1939 Bugatti Type 57C Stelvio by Gangloff, Stelvio body style on the supercharged 57C chassis, no reserve.

For information, visit [www.rmsothebys.com](http://www.rmsothebys.com) or call 800-211-4371.

## Exotics, rarities on Bonhams Amelia Island menu

Bonhams will welcome customers back to the Fernandina Beach Golf Club for its annual Amelia Island Auction Thursday, March 5, with bidding starting at 10 a.m. A preview session will be held Wednesday from 9 a.m.-6 p.m.

Among the feature consignments:

- A 1967 Ferrari 330 GTS Spider with coachwork by Pininfarina;
  - 1931 Alfa Romeo 6C 1750 GTC, with known history from new and an award winner at the 2016 Pebble Beach Concours d'Elegance;
  - 1911 Benz 50hp Victoria, with coachwork by Demarest;
  - 1952 Siata 300 BC Barchetta, with coachwork by Bertone;
  - The ex-Steve McQueen-owned, circa 1967 Con-Ferr Meyers Manx dune buggy from "The Thomas Crown Affair."
- For information, visit [www.bonhams.com](http://www.bonhams.com).



Bonhams photo

A 1952 Siata 300 BC Barchetta and the Con-Ferr Meyers Manx dune buggy (below) from "The Thomas Crown Affair" will both be available at the Bonhams Amelia Island sale.



Bonhams photo

## Russo and Steele gears up for Amelia Island debut

Russo and Steele will hold its debut Amelia Island auction Thursday and Friday, March 5-6, at the Fernandina Municipal Airport. General admission is \$30. Preview is Wednesday beginning at 10 a.m.

About 250 collector vehicles are expected to cross the block in Russo and Steele's signature "auction in the round" format. Among the consignments:

- A 1957 Mercedes 300SL Roadsters, numbers matching with fresh mechanical restoration;
  - 1967 Chevrolet Corvette "Bill Mitchell" COPO convertible, the first Bloomington Gold historic award recipient with original "tank sheet" and special ordered by Mitchell for his wife;
  - 1973 Ferrari 246 GTS Targa, unrestored Ferrari Red;
  - 1957 Chevrolet Corvette "big brake/air box/fuel injection" car;
  - 1990 Ferrari Testarossa coupe with 8,200 miles.
- For more information, visit [www.russoandsteele.com](http://www.russoandsteele.com).



Russo and Steele photo

This 1967 Corvette was special ordered via the COPO program by Bill Mitchell for his wife. The decorated 'Vette will be on the block at the Russo and Steele Amelia Island Auction.

# Calendar

Old Cars

**Attention Car Show Enthusiasts:** We sometimes receive show information that is in error or changes at a later date. Call ahead to verify times and dates of events listed. To get your event listed in the Old Cars Calendar, email us at [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com)

## SHOWS

### ARIZONA

**Apr 4 AZ,** Tucson. Automotive Swap Meet. Tucson Speedway, 11955 S. Harrison Rd. 6am-2pm. PH: 520-282-3494 or email [ken.burk@gmail.com](mailto:ken.burk@gmail.com).

**Apr 5 AZ,** Glendale. Just Sell It Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot. 602-828-4865.

**Apr 25 AZ,** Tucson. 46th Annual Tucson Street Rod Association 'Rodders Day' Car Show. Pima Community College Downtown Campus, 1255 N. Stone Ave. 9am-3pm. Pre 1987 vehicles. 520-282-3494 or email [ken.burk@gmail.com](mailto:ken.burk@gmail.com).

**May 3 AZ,** Glendale. Just Sell It Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot. 602-828-4865.

**Jun 7 AZ,** Glendale. Just Sell It Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot. 602-828-4865.

### ARKANSAS

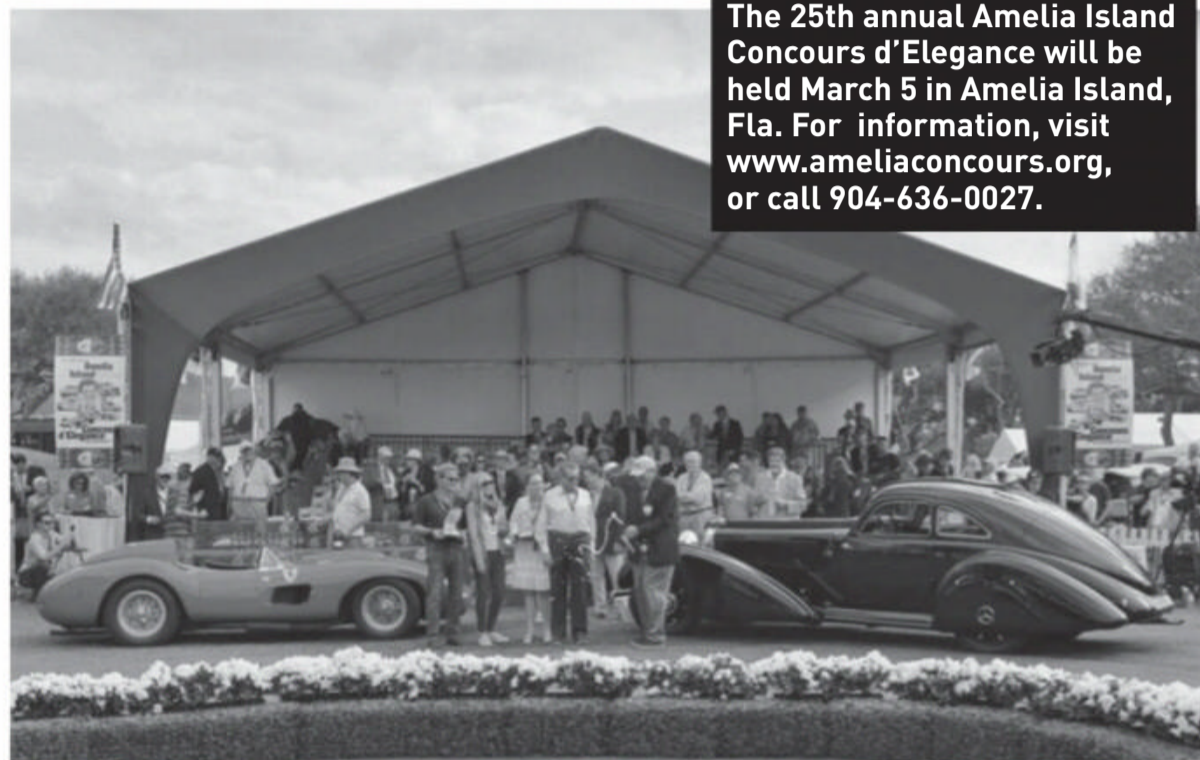
**Jun 17-20 AR,** Morrilton. 62nd Annual Petit Jean Show 2020. 2 car shows on Saturday the 20th. 1 for unrestored and restored original cars, trucks, and motorcycles. 1 show for everything else including rat rods. 501-727-5427, [www.museumofautos.com](http://www.museumofautos.com), [www.motaa.com](http://www.motaa.com).

### CALIFORNIA

**Mar 29 CA,** Northridge. The Los Angeles Chapter of the Studebaker Club 35th Annual Classic Studebaker Car Show. 8876 Corbin Ave. 9am-3pm. [www.studebakerla.com](http://www.studebakerla.com)

**Apr 24-26 CA,** Palm Springs. 2020 Malaise Daze Car Show. Palm Springs Cultural Center – 2100 E. Tahquitz Canyon Way. Bryan Davis 559-347-8153 or Chuck Sherman [cshepherd.urt@gmail.com](mailto:cshepherd.urt@gmail.com)

**Apr 24-26 CA,** Chino Hills. The Friends of Steve McQueen The Steve McQueen Rally. Boys Republic Campus. [www.steveMcQueenrally.com](http://www.steveMcQueenrally.com)



The 25th annual Amelia Island Concours d'Elegance will be held March 5 in Amelia Island, Fla. For information, visit [www.ameliaconcours.org](http://www.ameliaconcours.org), or call 904-636-0027.

**May 1-2 CA,** Clovis. Oldsmobile Club Southwest Zone Meet and Show. Jeff 408-370-9142, [www.norcalolds.com](http://www.norcalolds.com)

**May 3 CA,** Turlock. 35th Annual Spring Turlock Swap Meet. Stanislaus County Fairgrounds – 900 N. Broadway. 6am-2pm. 209-201-8491, [registration@springfallturlock.com](mailto:registration@springfallturlock.com), [www.springfallturlock.com](http://www.springfallturlock.com)

**May 3 CA,** Chatsworth. 38th Annual Classic Chevys Show of Southern California. Rancho San Antonio Boys Town – 21000 Plummer Street. 7am-3pm. Ben 818-635-4142, [www.eventbrite.com](http://www.eventbrite.com), [www.classicchevyssocal.com](http://www.classicchevyssocal.com)

**May 3 CA,** Woodland Hills. 5800 Topanga Canyon Blvd. Mustang Owners Club of California (MOCC) Mustangs & Ford Car Show. Warner Center Park. 9am-3pm. 661-295-5255 or Email – [moccshowinfo@att.net](mailto:moccshowinfo@att.net), [www.mustangownersofca.org](http://www.mustangownersofca.org)

**May 16 CA,** Modesto. First Annual Modesto Cops & Rodders Car Show. 10th & H Streets. 9am-3pm. Art Silva 209-581-1926, [modestomisfits@gmail.com](mailto:modestomisfits@gmail.com)

**May 17 CA,** Petaluma. 47th Annual Petaluma Swap Meet. Petaluma Fairgrounds – Hwy. 1010 & Washington Street. Gates open at 5am. Dave Peterson 707-527-9183, [1davepete@comcast.net](mailto:1davepete@comcast.net)

**Jun 6-7 CA,** Chino Hills. The Friends of Steve McQueen The Great Escape Dinner and Car/Motorcycle Show. Boys Republic Campus. 909-628-1217, [info@stevemcqueencarshow.com](mailto:info@stevemcqueencarshow.com), [www.steveMcQueenCarShow.com](http://www.steveMcQueenCarShow.com)

**Jul 19 CA,** Santa Rosa. The Corvettes of Sonoma County Annual Auto Swap Meet and Cart Show. Gates open at 6am. Mary Varela 707-791-5147

### COLORADO

**Feb 29 CO,** Englewood. Cruise into Gateway Classic Cars. Gateway Classic Cars – 14150 Grasslands Dr. Suite A. 9am-noon. [www.gatewayclassiccars.com](http://www.gatewayclassiccars.com)

**Jun 14 CO,** Littleton. Colorado Concours d'Elegance & Exotic Sports Car Show. Arapahoe Community College – 5900 S. Santa Fe Drive. 9am-3pm. Terri Armstrong at [tarmstrong@ability-connectioncolorado.org](mailto:tarmstrong@ability-connectioncolorado.org), <http://bit.ly/20CDEEVENT>

**Jun 24-28 CO,** Westminster. International Mercury Owners Association 2020 International Meet. Denver Marriott Westminster, 7000 Church Ranch Blvd. 847-997-8624. [www.mercuryclub.com](http://www.mercuryclub.com).

**Jun 27 CO,** Westminster. IMO's 30th Anniversary Show, Marriott Westminster Parking lot. [info@mecuryclub.com](mailto:info@mecuryclub.com) 847-997-8624.

# Calendar

## FLORIDA

**Feb 21-23 FL**, Lakeland. Carlisle Events Winter AutoFest. Sun 'n' FUN Campus. [www.carlisleevents.com](http://www.carlisleevents.com)

**Feb 22 FL**, Immokalee. 1st Annual Rockabillaque Florida: Classic Car & Vintage Motorcycle Show + Music Festival. Seminole Casino – 506 S 1st St. 11am-5pm. [www.rockabillaque-florida.com/register](http://www.rockabillaque-florida.com/register), Simon Cantlon at [rockabillaque@gmail.com](mailto:rockabillaque@gmail.com)

**Feb 27-Mar 1 FL**, Bradenton. 26th Annual Nitto Tire Spring Break Shootout. Bradenton Motorsports Park.

**Feb 29 FL**, Melbourne. Cape Canaveral Region AACA Annual Celebration of Cars Antique to Modern Auto Show. American Muscle Car Museum – 3500 Sarno Road. 10am – 3pm. Registration opens at 8:30am. [CelebrationOfCars@AntiqueAutoClubCC.com](mailto:CelebrationOfCars@AntiqueAutoClubCC.com), Linn [321] 427-4615.

**Feb 29-Mar 1 FL**, West Palm Beach. Palm Beach Car Swap Meet & Car Show. South Florida Fairgrounds – 9067 Southern Blvd. [SouthFLCarSwapMeets.com](http://SouthFLCarSwapMeets.com)

**Mar 5 FL**, Amelia Island. 25th Annual Amelia Island Concours d'Elegance. 904-636-0027, <https://www.ameliaconcours.org/>

**Mar 7 FL**, Palatka. 2020 Florida Azelea Festival AACA 21st Annual Open Class Car Show. Palate Riverfront Park – US 17 & St. Johns Drive. 8am-3pm. Bob Cox 904-284-5303, [rpmoneybag@yahoo.com](mailto:rpmoneybag@yahoo.com), Holly Abbott 386-451-7263, Tom Muff 904-779-0092, [www.flaza-leafest.com](http://www.flaza-leafest.com)

**Mar 21 FL**, Vero Beach. 43rd Annual Antique Automobile Show. Riverside Park. 10am-4pm. Fred Kiesel (772) 770-6339, <http://local.aaca.org/indianriver>

**Mar 28 FL**, Naples. 34th Annual AACA Showing. Naples Historic ACL Railroad

Depot. Gary Doner 239-860-2726, [gdoner4822@comcast.net](mailto:gdoner4822@comcast.net) (re: Depot Show)

**Apr 19 FL**, Sarasota. The 51st Annual Devereaux-Kaiser Car show, hosted by the Sarasota Firefighters Benevolent Fund. Sarasota County Fairgrounds – 3000 Ringling Blvd. 10am-3pm. Dana Anderson, 941-650-4727, [scfd471@verizon.net](mailto:scfd471@verizon.net)

## GEORGIA

**Feb 15 GA**, Loganville. GA Street Rod Business Meeting. Sparky's Machines – 1209 Nathan Blvd. Dan Wooley 770-841-4375, [vicepresident@gsra.com](mailto:vicepresident@gsra.com)

**Mar 21 GA**, Braselton. NE Georgia Mustang Club's 17th Annual Spring Regional Pony Roundup Car Show. Year One – 1001 Cherry Drive. 10am-3pm. Register by noon. Registration \$25.

**Mar 28 GA**, Marietta. GSRA Spring Fever Show N' Swap. Jim R. Miller Park & Event Center – 2245 Callaway Road, SW. Swap spaces & Info Mickey White 956-371-937, [secretary@gsra.com](mailto:secretary@gsra.com)

**Apr 2-5 GA**, Commerce. 12th Annual NMRA/NMCA All-Star Nationals. Atlanta Drag Way.

**Apr 4 GA**, Macon. 24th Annual Cherry Blossom Mustang & All Ford Show. Trooper's Collision Center – 217 Emery Highway. 8am-4:30pm. Pre-register by March 27 \$20, after \$25. Registration forms at [www.Flagcitymustangclub.com](http://www.Flagcitymustangclub.com), Chuck Heath 478-365-1305, [ponycorral@cox.net](mailto:ponycorral@cox.net).

**Apr 25 GA**, Hampton. 2020 Summit Racing Equipment Atlanta Motorama. GSRA parking area. Atlanta Motor Speedway – 1500 Tara Place. 9am-4pm. [www.atlantamotorspeedway.com/documents/2020\\_sream\\_participant-form\\_v5.pdf](http://www.atlantamotorspeedway.com/documents/2020_sream_participant-form_v5.pdf)

**May 9 GA**, Lilburn. GSRA Annual Safety Inspection Day & National Street Rod Association Appreciation Day. Metal Union – 5395 Webb Pkwy, NW. Open at 10am. Dan Wooley 770-841-4375, [vicepresident@gsra.com](mailto:vicepresident@gsra.com)

**May 30 GA**, McDonough. Georgia Street Rod Association & Summit Racing Equipment Benefit Car Show for Honor Flight – Summit Racing, 20 King Mill Rd. (I-75 at exit 216), 10am-3pm, Dan Wooley 770-841-4375, [vicepresident@gsra.com](mailto:vicepresident@gsra.com)

**Jul 18 GA**, Flovilla. GSRA Annual Picnic & Awards Meeting. Indian Springs State Park – 678 Lake Clark Road. 10am-2pm. Dan Wooley 770-841-4375, [vicepresident@gsra.com](mailto:vicepresident@gsra.com), <https://gsra.com>

[wildapricot.org/](http://wildapricot.org/)

## ILLINOIS

**Feb 23 IL**, Wheaton. 75th Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds – 2015 W. Manchester Rd. 9am-2pm. 630-969-1847

**Mar 15 IL**, Countryside. The Countryside Collector's Classic Toy Show, Local 150 Union Hall, Countryside, 6200 Joliet Rd, 10 am-2pm. Unique Events Shows. 262-366-1314, [unievents1@aol.com](mailto:unievents1@aol.com) [www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

**Apr 5 IL**, St., Charles. 44th Illinois Region AACA Auto Swap Meet. Don McCue Chevrolet – 2015 E. Main Street (Rt. 64). 8am-1pm. \$5 donation. Swap Spaces \$20. Chris Schurrer @815-344-3775 or [hpdog259962@gmail.com](mailto:hpdog259962@gmail.com)

**May 14-16 IL**, Madison. 2nd Annual NMRA gateway Rumble. World Wide Technology Raceway @ Gateway

## INDIANA

**Mar 29 IN**, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds – West Pavilion Building. 8am-3pm. 317-296-0336, [www.freemanssupersunday.com](http://www.freemanssupersunday.com), [freemans-supersunday@gmail.com](mailto:freemans-supersunday@gmail.com)

**May 15-16 IN**, Franklin. Hoosier Vintage Wheels Swap Meet and Car Show. Johnson Co. Fairgrounds 250 Fairgrounds St., Friday & Saturday 7am – 4pm, 317-501-5266 [hoosiertvintage-show@att.net](mailto:hoosiertvintage-show@att.net), [hoosiertvintagewheels.com](http://hoosiertvintagewheels.com)

**Jun 14 IN**, Noblesville. Central Indiana Vintage Vehicles 30th Annual Father's Day Car Show. Forest Park. 9am-2:30pm. register by June 7 \$7, after \$10. [www.civv.club](http://www.civv.club)

## IOWA

**Feb 22-23 IA**, Monticello. 51st Annual O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center – 766 North Maple Street. Sat. 11am-10pm, Sun. 8am-7pm Galen Muller 319-465-5119, [www.rodandcustomcarshow.com](http://www.rodandcustomcarshow.com)

**May 3 IA**, Moticello. 36th Annual Spring Auto Parts Swap Meet & Cars For Sale Corral. Fairgrounds parking lot – 700 North Maple Street. 7:30am-1pm. Swap spaces before April 17 \$10, after \$15, Corral Space before April 17 \$10, after \$15. Galen Muller 319-465-5119, [www.autopartsswapmeet.net](http://www.autopartsswapmeet.net)

## KANSAS

**Jun 6 KS**, Olathe. The 11th Annual Pontiac Tribute Day. Gateway Classic Cars, 1202 South Lone Elm Rd. 10am-3pm.

## SUMTER SWAP MEETS

AUTOMOTIVE / ANTIQUE  
SWAP MEET – CAR CORRAL

Bushnell, FL  
March 1, 2020



Related  
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Visit Our Web Site: [www.floridaswapmeets.com](http://www.floridaswapmeets.com)

All Pontiacs/GMCs/Oaklands welcome. Non-judged. \$10 fee. Richard Woody: sailor64@embarqmail.com or Gary Ruffin: 913-709-4908. [www.facebook.com/KCArrowheads](http://www.facebook.com/KCArrowheads)

## KENTUCKY

**Feb 29-Mar 1 KY**, Louisville. KYANA Giant Indoor Swap Meet. Kentucky Exposition Center – 937 Phillips Lane. Sat. 8am-6pm, Sun. 8am-4pm. Maureen Vannatta 502-619-2917, [kyanaswapmeet@gmail.com](mailto:kyanaswapmeet@gmail.com), Chester Robertson 502-619-2916, [www.kyanaswapmeet.com](http://www.kyanaswapmeet.com)

**May 27-31 KY**, Bardstown. 2020 Marmon Muster. Registration \$195/person. Registration deadline April 15. Jeff Stumb 423-385-44141, [mistergreat-race@gmail.com](mailto:mistergreat-race@gmail.com)

## MARYLAND

**Mar 14 MD**, West friendship. Annual Collector Car Swap Meet. Howard County Fairgrounds – 2210 Fairgrounds Road. 7am – 3pm. [www.chesapeakeaaca.org](http://www.chesapeakeaaca.org)

**Mar 27-28 MD**, Westminster. Sugarloaf Mountain Region AACA Indoor/Outdoor Collector Auto, Truck & Motorcycle Parts and Swap Meet. Carroll County Agriculture Center – 706 Agriculture Center Drive. Doors open at 8am. Early Bird pricing before Feb 25 – indoor space \$45, outdoor space \$60, Car Corral Space \$45. Jack Gallagher 301-674-5431

## MASSACHUSETTS

**Mar 1 MA**, Norfolk. Marcom Annual Flea Market. Holmes transportation – 22 Myrtle Street. Registration \$20/space, Admission \$3. Dean Wicker 08-285-3211, [Zwhizzerman@aol.com](mailto:Zwhizzerman@aol.com)

## MICHIGAN

**Apr 19 MI**, Monroe. Monroe's Spring Swap Meet. Monroe County Fairgrounds- 3775 S. Custer Rd. inside Expo spots 10'x10' \$45, inside Merchant building 8'x8' \$35, outdoor spots 12'x30' \$35, and car corral for \$15 or \$25 to keep on trailer. After March 1 add \$5 per spot. Nick 419-579-4845 or Sue 419-579-6815, Facebook page: Monroe Auto Swap Meet & Car Show

**May 2-3 MI**, Fowlerville. 46th Annual Great Lakes Region Swap Meet. Fowlerville Fairgrounds – 8800 W. Grand River Ave. 8am-5pm. Vend space \$25 in advance/\$30 at gate, Car Corral \$10, Gary 248-684-8955. General information, [vmccabrightonmi@gmail.com](mailto:vmccabrightonmi@gmail.com)

**May 6 MI**, South Haven. McFadden

Friendly Motors 15th Annual Classic, Antique and Muscle Car Show. McFadden Friendly Motors – 11628 M140 Hwy. 5-8pm. Rusty McFadden at 269-637-8558 ext 1314, [www.mcfaddenfriendly.com](http://www.mcfaddenfriendly.com)

**May 16 MI**, Kalamazoo. Kalamazoo Antique Toy and Collectible Show, Midwest's Largest Indoor Toy Show, Kalamazoo Fairgrounds, 2900 Lake St, 9am-2 pm. Friday, 4-8 pm, \$30. Unique Events Shows. 262-366-1314, [unievents1@aol.com](mailto:unievents1@aol.com), [www.uniqueeventsshow.com](http://www.uniqueeventsshow.com)

**Jun 1 MI**, Barryton. Barryton Lilac Festival Bike & Car Show. Main Street. 10am-4pm. Kathryn Kerr 989-289-2556, [www.facebook.com/events/366209940818457/](http://www.facebook.com/events/366209940818457/)

**Jun 20 MI**, Lansing. 28th Oldsmobile Homecoming. 6101 Anacapi Boulevard. Organized by the R. E. Olds Chapter and assisted by the Motor City Rockets. [www.reolds.org](http://www.reolds.org), Judy Badgley 517-645-7438, [djbadgley@gmail.com](mailto:djbadgley@gmail.com)

## MINNESOTA

**Apr 4-5 MN**, Mpls/St. Paul. 64th Annual GSTA Rod & Custom Spectacular Car Show. Minnesota State Fair Coliseum. [www.gstarod-custom.com](http://www.gstarod-custom.com)

**May 3 MN**, Saint Paul. Gopher State Chapter, Buick Club of America 33rd Annual Spring Extravaganza Car Show & Swap Meet. Minnesota State Fairgrounds. 7am-3pm. Registration \$15, Swap Space \$25, 651-770-8096, [www.gopherstatebuick.org](http://www.gopherstatebuick.org)

## NEVADA

**May 31-Jun 2 NV**, Reno. World's Largest Vintage Truck Show. Grand Sierra Resort. 816-891-9900, [www.aths.org](http://www.aths.org)

## NEW JERSEY

**Mar 29 NJ**, Pompton Lakes. 22nd Annual Metro Petro Show featuring Automobile/Petroliana. Pompton Lakes Elks. 201-493-7172. [www.Metropetro.weebly.com](http://www.Metropetro.weebly.com)

**Apr 25 NJ**, Roebling. 11h Annual Roebling Museum Car Show. Rebellious Museum – 100 Second Ave. 9am-3pm. Registration \$20 (incl. museum entrance) closes at noon, Bobbi (H) 215-752-0484, (C) 215-820-3276. or [www.movinonkruzers.com](http://www.movinonkruzers.com), [movin'onkruzers@inbox.com](mailto:movin'onkruzers@inbox.com)

**May 30 NJ**, Monroe. 2nd Annual Classic Car & Truck Show. Monroe Township Senior Center – 12 Halsey Reed Road. 10am-2pm. Register 8am-10am day of

event \$20, pre-registration in person at Senior Center-\$15. Chris Flynn 609-448-7598, [friendsoftheseniorcenter@gmail.com](mailto:friendsoftheseniorcenter@gmail.com)

**Jun 13 NJ**, Upper Freehold. AACA Mid-Jersey region Pre-War Display. Historic Walnford – 62 Walnford Road. 10am-3pm. Pre-WWII vehicles (plus carry-over body styles until 1948). MidJersey-RegionAACA@gmail.com

## NEW MEXICO

**Mar 27 28 NM**, Artesia, 23rd Annual Artesia Car Enthusiasts Main Event Car Show and Cruise. Cruise on Friday, 6-10pm, Car Show Saturday 9am-3pm, Heritage Plaza in downtown Artesia. Cruise free, Car Show registration \$25, spectators free. 575-746-9477.

## NEW YORK

**Apr 5 NY**, Rochester, 43rd Annual Indoor Automotive Flea Market. Total Sports Experience – 880 Elmgrove Rd., 9am-2:30pm. Frank 585-637-8863

**May 23-24 NY**, Norwich. 55th Annual Antique Auto Show & Flea Market. Chenango County Fairgrounds, 168 East Main St. 8am-5pm. Rolling Antiquer's Old Car Club, Norwich AACA. Pre-Show registration due May 1, 2020. Muscle Cars (2011 & Older): Dan 607-226-4919. Antique & Classic Cars (1995 & Older): Maurice 607-829-6268. [www.raocc.org](http://www.raocc.org).

**Jul 10 NY**, Lake View. St. John Paul II 1st Annual Car Show. 2052 Lakeview Road. 4:30-8:30pm. John Berkhoudt 716-598-5960, [jberky@roadrunner.com](mailto:jberky@roadrunner.com)

## NORTH CAROLINA

**Apr 2-5 NC**, Charlotte. Hornets Nest Region AACA Charlotte AutoFair – Charlotte Motor Speedway. (AACA Southeastern Spring Nationals April 4th) reserve space 704-841-1990, [www.charlotte-AutoFair.com](http://www.charlotte-AutoFair.com)

## OHIO

**Mar 28 OH**, Jefferson. Western Reserve Chapter, AACA Swap Meet. Ashtabula County Fairgrounds – 3518 Austinburg Road. Vend space \$15. David Payne 440-997-7751

**May 1-3 OH**, Canfield. Dave & Ed's Super Auto events Swap Meet & car Corral. Canfield Fairgrounds – 7265 Columbina Canfield Road. 330-477-8506

**May 3 OH**, Parma Heights. 20th Annual Oldsmobile Dust-Off. Bakers Square Restaurant – 7011 West 130. 10AM tp 2PM Reg. \$5, Northern Ohio Chapter Oldsmobile Club of America. Rich

# Calendar

Hilko 216-780-5229. Rain date May 17.

**May 16-17 OH**, Columbus, OH, The Chrysler Power Classic, Car Show, Swap Meet, Drag Race and Car Corral for all Chrysler, Plymouth, Dodge and related vehicles. National Trail Raceway – 2650 National Road SW, Hebron. Show your car for \$25. 614-268-1181, [www.ChryslerPowerClassic.com](http://www.ChryslerPowerClassic.com).

## OKLAHOMA

**Mar 19-21 OK**, Norman. 2020 Norman All Transportation Swap Meet. Cleveland County Fairgrounds – 615 E. Robinson. 9am-6pm. Vend spaces Pre-register \$35, Month prior show \$40. 405-651-7927, [www.normanswapmeet.com](http://www.normanswapmeet.com), [NormanSwapMeet@aol.com](mailto:NormanSwapMeet@aol.com)

**Mar 20-21 OK**, Chickasha. 30th Annual National 1895-1945 Chickasha Pre-War Swap Meet. Mike or Susie Ersland 405-224-9090, [www.pwsm.com](http://www.pwsm.com)

**May 6-9 OK**, Chickasha. Chickasha Swap Meet. 712 East Choctaw Ave. 404-224-6552, [chickashaauto@sbc-global.net](mailto:chickashaauto@sbc-global.net), [www.chickashaautoswapmeet.com](http://www.chickashaautoswapmeet.com)

## PENNSYLVANIA

**Apr 19 PA**, Morgantown. Indoor/Outdoor Swap Meet & Car Corral. 6180 Morgantown Road. 8am-4pm. Register by March 25 \$15, after \$25, [Plinkmeyer@yahoo.com](mailto:Plinkmeyer@yahoo.com) or text Paul Linkmeyer at 610-430-8432

**Apr 22-26 PA**, Carlisle. Spring Carlisle. Carlisle Fairgrounds. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Apr 23-25 PA**, Beaver Springs. FE Race & Reunion, all Ford FE drags, car show & swap meet. All vehicles must be FE powered. [www.fairlanet.com](http://www.fairlanet.com), [www.fairlanet.com](http://www.fairlanet.com), email [fe@fairlanet.com](mailto:fe@fairlanet.com).

**May 9 PA**, Warminster. Warminster Arts & Barks Fest & Car Show. Warminster Community Park – 350 E. Bristol Road. 11am-3pm. 215-284-7238

**May 15-17 PA**, Carlisle. Import & Performance Nationals. Carlisle Fairgrounds. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**May 24 PA**, Bristol. 6th Annual Spring Into Summer Car Show. Nirvana Family Fitness Center – 1222 New Rodgers Road. 9am-3pm. Bobbi (h) 215-752-0484, (C) 215-820-3276, [www.movinonkruzers.com](http://www.movinonkruzers.com), [movinonkruzers@inbox.com](mailto:movinonkruzers@inbox.com)

**Jun 5-7 PA**, Carlisle. Ford Nationals Presented by Meguiar's. Carlisle Fairgrounds. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Jun 25-27 PA**, Reading. 20th Annual NMRA Ford Motorsport Nationals. Maple Grove Raceway

**Jun 26-27 PA**, Carlisle. Chevrolet Nationals. Carlisle Fairgrounds. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Jun 27 PA**, Philadelphia. 3rd Annual PJP Marketplace Superstore Car Show. 8960 Frankford Ave. 9am-3pm. Registration closes at noon. Registration \$20. Bobbi (H) 215-752-0484, (C) 215-820-3276, [www.movinonkruzers.com](http://www.movinonkruzers.com), [movinonkruzers@inbox.com](mailto:movinonkruzers@inbox.com)

## SOUTH CAROLINA

**Apr 22-26 SC**, Greenville. Spring 2020 Chrysler 300 International Club Meet. [www.chrysler300club.com/](http://www.chrysler300club.com/), Tom Cox and Jim Benson for more information. Tom 864-314-9660, [tdcox@bellsouth.net](mailto:tdcox@bellsouth.net), Jim at 844-281-0763, [speedymema5@charter.net](mailto:speedymema5@charter.net)

## TENNESSEE

**Jun 18-20 TN**, Pigeon Forge. National Association of Li'l Red Express Trucks Owners 2nd Li'l Red Express Show. Hampton Inn Pigeon Forge – 2497 Teaster Lane. Bob Aucoin, [bdbk@hotmail.com](mailto:bdbk@hotmail.com), 850-866-9447

## TEXAS

**Apr 2-4 TX**, Greenville. Greenville Swap Meet. Car Show & Corral Spaces

\$30/\$35 before march 15, \$35/\$40 after. 903-454-8575, [reg.gvlswpmt@yahoo.com](mailto:reg.gvlswpmt@yahoo.com), [www.greenvilleswapmeet.com](http://www.greenvilleswapmeet.com)

**May 2 TX**, Nacona. Vicari 8th Annual Cruisin' Nocona Auction. Downtown. Fri. 10am Cruise. Fri gates open at 11am, Sat. 8:30am. 504-264-2277, [www.vicariauction.com](http://www.vicariauction.com)

**Apr 30-May 2 TX**, Fort Worth. PATE Swap Meet. Texas Motor Speedway. 713-649-0922, [www.pateswapmeet.com](http://www.pateswapmeet.com)

## VIRGINIA

**Feb 27 – Mar 1 VA**, Williamsburg. Pierce Arrow Society 2020 Winter Weekend & Board Meeting. John Wozney 703-754-7413, [sjwoz@netzero.net](mailto:sjwoz@netzero.net)

## WISCONSIN

**Mar 1 WI**, Milwaukee. Scale Auto Hobby and Toy Swap Meet. American Serb Hall, 5101 W Oklahoma Ave, 10 am-2 pm. Unique Events Shows. 262-366-1314, [unievents1@aol.com](mailto:unievents1@aol.com), [www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

**Mar 8 WI**, Milwaukee. The Brew City Advertising Show. American Serb Hall, 5101 W Oklahoma Ave, 10 am-2 pm, Old to New Beer Signs and other advertising. Unique Events Shows. 262-366-1314, [unievents1@aol.com](mailto:unievents1@aol.com), [www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

**Mar 15 WI**, Fond du Lac. Fondy Vintage Auto Club, inc. Annual Spring Auto Parts Swap Meet. Fond du Lac County Fairgrounds Exhibition Stand. 8am-2:30pm. Vend spot \$40. Tony Roden 820-922-4881, Steve Hamilton 920-924-9000, Greg Freund 920-579-8450

**Apr 19 WI**, Waukesha. Mike Dunn's Milwaukee Miniature Motors Show. Waukesha Fair Grounds, 1000 North View Road Waukesha 10am-2 pm, 7:30am. Unique Events Shows. 262-366-1314, [unievents1@aol.com](mailto:unievents1@aol.com), [www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

21st Annual

## Greenville Swap Meet

**April 2 - April 4, 2020**

- Free Admission
- \$3 Parking

45 minutes east of Dallas on I-30 at Hunt County Fairgrounds, Greenville, Texas

**Car Show & Car Corral**

Spaces \$30 & \$35 Before 15 Mar., \$35 & \$40 After

Call: **903-454-8575**

E-mail: [reg.gvlswpmt@yahoo.com](mailto:reg.gvlswpmt@yahoo.com)

website: [www.greenvilleswapmeet.com](http://www.greenvilleswapmeet.com)

## FONDY VINTAGE AUTO CLUB, INC.

ANNUAL SPRING  
**AUTO PARTS SWAP MEET**

Back To Original Schedule  
**March 15, 2020**

Fond du Lac County Fairgrounds, WI

Exhibition Building - Hot Concession Stand  
Open to Public 8:00 a.m. sharp to 2:30 p.m.

\$5.00 DONATION AT DOOR  
Under 12 years free

Table Rate: \$3 • Chair Rate: \$1

**Greg Freund (920) 579-8450 or**  
**Tony Roden (920) 922-4881**  
**Steve Hamilton (920) 924-9000**

30th Annual National  
1895-1945

## CHICKASHA PRE-WAR SWAP MEET

*"Where the East Meets the West"*

**March 20-21, 2020**  
**Friday & Saturday**

Mike or Susie Ersland (405) 224-9090  
PO Box 562, Chickasha, OK 73023

**[www.pwsm.com](http://www.pwsm.com)**

**Apr 24-26 WI**, Jefferson. 43rd Annual Spring Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Cars for sale Corral, now online. Car show (Sat. & Sun. only). Featuring drag cars, all makes models welcome. Madison Classics, P.O. Box 7414, Madison Wi. 53707 or call 608 244-8416 or [www.madisonclassics.com](http://www.madisonclassics.com)

**May 16 WI**, Monticello. 6th Annual Monticello Lions Club Classic Car Show. North Monroe Street and North Ave. 8am-3pm. Registration \$15. Carnie Lipke 608-516-2196 / [lbranch@tds.net](mailto:lbranch@tds.net)

**Jun 28 WI**, Kenosha. 27th Annual Kenosha Car Club Car Show. Fireside – 2801 30th Avenue. 10am-3pm. Registration \$10. Tom Zoerner 262-818-6150, [www.kenoshacarclub.com](http://www.kenoshacarclub.com)

**Jun 28 WI**, Waupun. Celebrate Waupun Car Show. Harris Miller Park – 300 N. Forest Street. 8am-3pm. Facebook: Visit Waupun, Pete Kaczmariski 920-324-2213

**Jul 29 – Aug 2 WI**, Brookfield. National DeSoto Club Convention. Show day is Saturday, 9am-3pm at the southeast corner of Calhoun Road and North Avenue in Brookfield. Rain location is at the host hotel, the Sheraton Milwaukee Brookfield Hotel. Show participation requires club membership. Updates, details, and membership application found at [www.desoto.org](http://www.desoto.org)

## AUCTIONS

### FEBRUARY

**Feb 21-22 FL**, Lakeland. Carlisle Events Winter AutoFest Auction. Sun 'n' FUN Campus. [www.carlisleauctions.com](http://www.carlisleauctions.com)

**Feb 21-23 CA**, Palm Springs. McCormick's Palm Springs Collector Cr Auction. Palm Springs Convention Center – 277 N. Avenida Cabelleros. [www.](http://www.)

[classic-carauction.com](http://classic-carauction.com)

**Feb 21-23 FL**, Lakeland. Lakeland Collector Car Auction. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Feb 27-29 NC**, Greensboro. GAA Classic Cars at the Palace. 855-862-2257 [www.gaaclassiccars.com](http://www.gaaclassiccars.com)

### MARCH

**Mar 4-6 FL**, Amelia Island. Russo and Steele Amelia Island Auction. 602-252-2697 [www.russoandsteele.com](http://www.russoandsteele.com)

**Mar 5 FL**, Amelia Island. Bonhams's Amelia Island Auction. [www.bonhams.com](http://www.bonhams.com)

**Mar 6 FL**, Amelia Island. Gooding & Co. Amelia Island Auction. 310-899-1960 [www.goodingco.com](http://www.goodingco.com)

**Mar 6-7 FL**, Amelia Island. RM Sotheby's Amelia Island Auction. 519-352-4575. <https://rmsothebys.com/>

**Mar 11-14 AZ**, Glendale. Mecum Glendale Auction. Mecum 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com), [www.mecum.com](http://www.mecum.com)

**Mar 13 TN**, Jackson. Mid South Classic Car Auction – [www.midsouthclassiccarauction.com](http://www.midsouthclassiccarauction.com), 731-423-5551

**Mar 13-14 KY**, Greensburg. Lewis Garrison Collection. 6920 Greensburg Road. 10:30am. Oman Vintage Power. 888-282-8648, [www.aumannvintage-power.com](http://www.aumannvintage-power.com)

**Mar 20-21 FL**, Punta Gorda. The Gulf Coast Classic. Premier Auction Group. [www.premierauctiongroup.com](http://www.premierauctiongroup.com). 844-593-7355

**Mar 25-28 IA**, Davenport. 2020 Gone Farmin' Spring Classic. Mississippi Valley Fair Center. Mecum Auctions. [www.mecum.com](http://www.mecum.com), 262-275-5050, [mecum@mecum.com](mailto:mecum@mecum.com)

**Mar 28 TN**, Nashville. 51st Semi-Annual Music City Classic Collector Car Auction. George Eber 615-496-2277. [www.southernclassicauctions.com](http://www.southernclassicauctions.com)

### APRIL

**Apr 2-4 TX**, Houston. Mecum Houston Auction. 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com), [www.mecum.com](http://www.mecum.com)

**Apr 16-18 FL**, West Palm Beach. Barrett-Jackson Palm Beach Auction. 480-421-6694. [www.barrett-jackson.com](http://www.barrett-jackson.com)

**Apr 17-18 MS**, Biloxi. Vicari Crawfish Music Festival Collector Car Auction. Mississippi Coast Coliseum & Convention Center. Gates open Fri. & Sat. 8:30am. 504-264-2277, [www.vicariauction.com](http://www.vicariauction.com)

**Apr 17-19 MO**, Branson. The Branson Auction. 800-335-3063. [www.bran-sonauction.com](http://www.bran-sonauction.com)

**Apr 23-24 PA**, Carlisle. Spring Carlisle Collector Car Auction. Carlisle Fairgrounds. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

### MAY

**May 1-2 MN**, Winona. SG Auctions. 3560 Service Drive. 507-498-9000, [www.sgauction.net](http://www.sgauction.net)

**May 1-2 TX**, Nocona. Vicari Auctions Nocona. Vicari Auctions, [www.vicariauction.com](http://www.vicariauction.com), 504-264-2277

**May 8 WI**, Wautoma. W. Yoder Auctions Classic & Sports Car Auction. N2475 13 th Gateway, 920-787-5549, [info@wyoderauction.com](mailto:info@wyoderauction.com). [www.wyoderauction.com](http://www.wyoderauction.com)

**May 12-17 IN**, Indianapolis. Mecum Indy. 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com),

**May 30 MN**, Independence. Marple Collection, collector cars, parts, real estate. 7949 Cnty Rd 11, Independence, MN. 507-673-2517, 605-201-7005. [www.vanderbrinkauctions.com](http://www.vanderbrinkauctions.com)

### JUNE

**Jun 4-6 OK**, Tulsa. Leake Auctions Tulsa Auction. [www.leakecar.com](http://www.leakecar.com). 602-442-3380

**Jun 12-13 OR**, Portland. Mecum Portland Auction. 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com),

**Jun 22 IA**, Terril. Antique Vehicles from every decade since 1937. 712-338-2160 [www.facebook.com/nattress.auctions/](http://www.facebook.com/nattress.auctions/)

**Jun 24-27 CT**, Uncasville. Barrett-Jackson Northeast Auction. 480-421-6694. [www.barrett-jackson.com](http://www.barrett-jackson.com).

**Jun 26-27 GA**, Dalton. Vicari Collector Car Auction. Dalton Convention Center. Gates open at 8:30a, Fri. & Sat. 504-264-2277, [www.vicariauction.com](http://www.vicariauction.com)

**Jun 27 PA**, Carlisle. Carlisle Auctions Summer Sale. Carlisle Fairgrounds. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

### JULY

**Jul 10-11 CO**, Denver. Mecum Denver Auction. 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com),

**Jul 23-24 NC**, Greensboro. GAA Classic Cars at the Palace. 855-862-2257 [www.gaaclassiccars.com](http://www.gaaclassiccars.com)

**Jul 29-31 PA**, Harrisburg. Mecum Harrisburg Auction. 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com)

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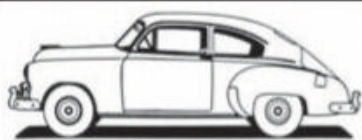
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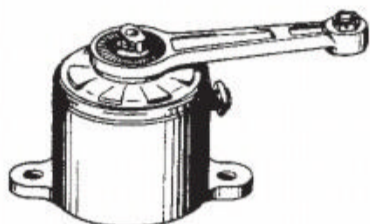
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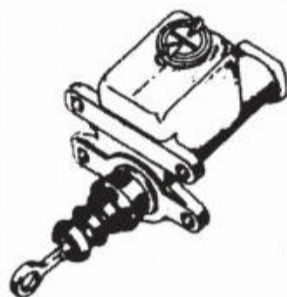
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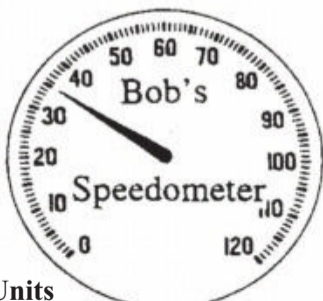
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WANTED: Bentley from 1900-2005, any condition, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431308

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246, 250, 275, 330, 365

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Email: Peterkumar@gullwingmotorcars.com  
Website: GullwingMotorCars.com  
Ask for Peter Kumar

WANTED: BMW 502,503,507,327,328, Isetta, top dollar paid; in any condition, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431311

WANTED: BUGATTI from 1900 to 1957, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@Gullwing-MotorCars.com 3970666

WANTED: DELOREAN, any condition, running or not; top dollar paid; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; or email: continental5000@gmail.com 0-1000 FWC9430365

WANTED: DELOREAN, any year, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@Gullwing-MotorCars.com 3970591

WANTED: DeTomaso, any Pantera, any condition, anywhere, top dollar paid, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446835

WANTED: DETOMASO, any year, Pantera, any condition, top prices paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@Gullwing-MotorCars.com 3970673

WANTED: Excalibur top dollar paid in any condition, any model and will pick up from anywhere in the USA, please call Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446857

WANTED: EXCALIBUR, any model, any condition, top dollars paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970678

WANTED: FERRARI 246, 250, 275, 330 365 Series, top price paid, any Ferrari from 1950 to 2006, any condition, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039533

WANTED: FERRARI- 246, 250, 275, 330, 365 Series, all Ferrari s from 1950 to 2005, any condition, top price paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970671

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Espada, Miura,  
Jarama, Countach  
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WANTED: FIAT, Jolly and Topolino, any year, any model, any condition. Top dollars paid. We will pick up anywhere in U.S.A. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970579

WANTED: Fiat, Jolly, Topolino, any model top dollar paid in any condition, will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11446863

WANTED: LAMBORGHINI from 1900 to 1989, 400-GT, Mura, Espada, Jarama, Countach, and any other Lamborghini, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970662

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18" x 12" MOVER'S DOLLY

• 1000 lb. capacity

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COMPARE TO  
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**SAVE 65%**

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**SUPER COUPON**

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ITEM 60581/3418  
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**SUPER COUPON**

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**SAVE 48%**

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**\$15.62**  
MODEL: 10046

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ITEM 68504, 61775,  
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51659130

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• 1000 lb. capacity

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COMPARE TO  
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MODEL: HFDOLLY

**SAVE 65%**

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3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS

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**HOT DOG**  
ITEM 69269  
97080 shown

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ITEM 61615/60637  
95275 shown

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MODEL: PCFP02003

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**SUPER COUPON**

17 PIECE AIR TOOL ACCESSORY KIT

Customer Rating  
★★★★★

**NOW \$6.99**



COMPARE TO  
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HAUSFELD  
**\$19.99**  
MODEL: MP2847

**SAVE 65%**

ITEM 63048/64600/56713/68236 shown



51673168

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Customer Rating  
★★★★★

**YOUR CHOICE \$1.29**

**\$1.99**



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3M  
**\$5.96**  
MODEL: 90552-00000B

**SAVE 78%**

CLEAR LENS  
ITEM 63851/99762 shown

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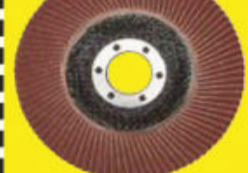
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GRIT	ITEM
36 GRIT	61500/67639
60 GRIT	69602/67637
120 GRIT	69604/67636

Item 69604 shown

COMPARE TO  
DIABLO  
**\$7.97**  
MODEL: DCX045080N01F

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• 400 lb. working load



**SAVE 69%**

COMPARE TO  
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MODEL: 5505



51680837

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ITEM 68998/63248/64080/64263/63091 shown



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Customer Rating  
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**SAVE 71%**

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MODEL: TR6201C

ITEM 61160/63456/46319 shown



51687349

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## PITTSBURGH AUTOMOTIVE

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COMPARE TO  
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51690267

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ITEM 69115/69121/69129/69137/69249/877 shown



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**WANTED: Lamborghini, Miura, Espada, Jarama, Countach, all other Lamborghinis; top dollar paid, in any condition, anywhere, serious buyer. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446834**

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**WANTED: Morgan top dollar paid, in any condition, anywhere, serious buyer. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11446917**

**WANTED: PEGASO, any year, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970670**

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**WANTED FORDS, T-Bird from 1955 to 1960, convertibles only, any condition, we pay top price of your car, we pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970567**

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9492

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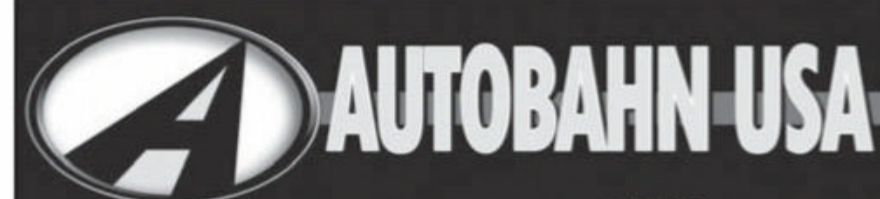
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April 2, 20	3/4/20	3/13/20

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Cover:	Ad Deadline	Mail Date
April 9, 20	3/11/20	3/20/20

### Spring Carlisle • Top 10 Issue

Cover:	Ad Deadline	Mail Date
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Cover:	Ad Deadline	Mail Date
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# Czech it out!

Unique 1966 Tatra 2-603 is right at home in Las Vegas

BY BRIAN EARNEST

**D**anny Barnett has had about 35 years to rehearse his answer to the inevitable question: “What is that?!” He hears the inquiry almost every time he takes out his strange, yellow, bulbous European sedan.

For years, he would happily oblige inquisitors with a lengthy history lesson on the background of his 1966 Tatra 2-603. These days, he keeps his replies a little shorter. “I try to give them the *Reader’s Digest* version now,” he laughs. “It’s from Czechoslovakia, built in Eastern Europe, rear engine, blah, blah ... When people start to yawn, they are getting bored and I’ve gone on too long!”

There was a time when Barnett was asking that same question. He was a car guy and together with a friend started seeking out and buying old Hudsons around Las Vegas and countless Nevada back roads. The Hudson “fixer-uppers” were his passion until he spotted a Tatra pictured on a cigarette card in a book. “I had never heard of it. Here was this car with a dorsal fin and shaped like a zeppelin, engine in the back... It was just

so different. We decided to make it our goal to see if we could find one and buy one. Over the next few years, we found a few Tatraplans that needed a whole lot of work and weren’t running. Well, I didn’t want to wind up with something I couldn’t keep running or needed a ton of work. In those years, Czechoslovakia was behind the Iron Curtain and you couldn’t just go to a local parts store and buy parts!”

Barnett wound up passing on the few Tatrads that he found, but patience paid off. In 1984, he found out about a car that was scheduled to be sold at a Dean Kruse auction in Las Vegas. It was a white 1966 2-603 that had been in the United States almost its entire life. The demand for such a car was pretty low, Barnett figured, so he hoped he might have a shot at landing it for a bargain price. “I couldn’t believe it,” he recalls. “The car had been advertised for sale a few months before, so I knew about it. But it didn’t sell. Those were the days when hardly anybody knew what it was, and when I went to the auction I knew exactly what it was! ... It went up, and they had a turntable and everything, and it was bid up \$1,850 with no sale. Well, I was still interested in it so I followed the guy out

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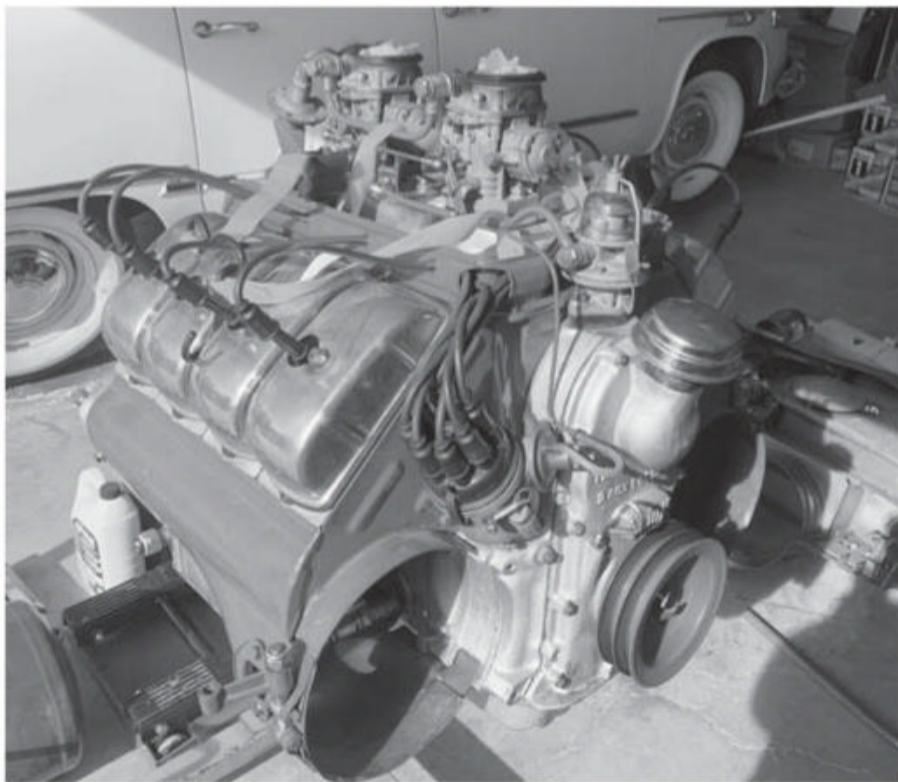
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in the parking lot. I told the guy I would really like to have it. He said, 'I've got \$2,500 in it. If I could get my \$2,500 back, I'd be happy.' And I thought, 'Bingo!' So I drove home in a Tatra that day and I've had it ever since."

According to the story Barnett got on the car, the Tatra had been imported new to Los Angeles in 1966 by an expatriate Czech named C.J. Coffee, who sold Jawa and CZ motorcycles at his shop in Southern California. He received permission from the Czech government to purchase the car and export it to the United States. He apparently watched the car being built



at the factory in Koprivnice. After he shipped it to the states, he would park it in front of his motorcycle shop in L.A. to attract attention. He also drove it to Seattle once back in the day. In the mid '70s, Coffee retired and moved to Prescott, Ariz., and eventually sold the Tatra to a collector, who in 1984 put it up for sale. "I was delighted to become the owner of this wonderful unusual car, and thought it was funny when spectators at car shows had no idea what it was, and even other car collectors couldn't believe that they actually manufactured cars in Czechoslovakia," Barnett says. "People are still surprised to watch me open the rear deck cover [and unveil] the 2.5-liter air-cooled hemi V-8! I have been asked if it is a Chrysler Hemi, and at one recent display, a fellow collector asked me how hard it was to adapt and install the motor in my car. He couldn't believe it when I told him it is the way in came from the factory."

### Czech-ered Past

One of the first rear-engined cars to enter production, the Tatra was also one of the world's most progressive vehicles, pioneering unibody construction and streamlined design.

**Yeah, it's got a hemi! But not the MoPar muscle machine type. The Tatra 2-603 has a rear-mounted 2.5-liter air-cooled engine that was designed to run cool. The spare tire was kept in the trunk in front. Inside, the left-hand-drive 2-603 was not fancy — on par with lower-tier American cars from 10-plus years earlier — but it was definitely roomier and had more creature comforts than most other Eastern Bloc cars of the day.**





**One benefit of having a car that everybody notices is that sometimes famous people notice you, too. Danny Barnett has had a chance to rub elbows in the past with fellow car buff and Tatra owner Jay Leno. Barnett has also displayed his Tatra at the Pebble Beach concours.**

Evolved from the Schustala wagon factory, which dates to 1953, the company formed at Nesseldorf entered the automobile business in 1897, when Czechoslovakia was still part of the Austro-Hungarian empire. An experimental “Prasident” vehicle, powered by a two-cylinder engine, led to production of 10 motorcars in 1899. Each had a different name, but by 1901 the Nesseldorf name was adopted. A 3.3-liter Model S with an overhead-cam engine appeared in 1906, and six-cylinder engines came into use by 1914. By that time, the cars also had independent suspensions and four-wheel brakes. After World War I, when the nation of Czechoslovakia was formed, the town of Nesseldorf adopted a new name, so the name of the car produced there was changed to the Tatra, after a mountain range where the cars underwent testing.

The Type 11 that arrived in 1923 had advanced features such as air cooling, swing axles and a tubular backbone-style chassis. It was powered by a horizontally opposed two-cylinder engine. By the 1930s, the model lineup had ranged from three-wheelers with one cylinder power to a limited-production V-12. Meanwhile, the company had become no less renowned for the manufacture of trucks and railway locomotives.

In 1934, the car that put Tatra’s name in the history books arrived. The Type 77 fastback sedan was powered by a rear-mounted V-8 engine and had styling cues similar to the Chrysler Airflow, but with a personality all its own. It was capable of speeds near 100 mph with its 3389cc 75-hp engine. Design features included triple headlamps. A similarly shaped T87 model came later, along with a smaller 3-liter overhead-cam V-8.

The 1930s also saw a smaller rear-engine prototype built that would bear a strong resemblance to what would later become the Volkswagen. In 1967, Tatra won a lawsuit against VW for patent infringement and was awarded 3 million marks.

Ownership of the Tatra company was nationalized under the communist government following World War II. The next big development proved to be the development of the T600 Tatrapián — which was similar in looks to the prewar sedan, but with a four-cylinder engine. By 1957, the T603 had ar-

rived with a rear V-8 instead of a flat four. Two years later, the body got a facelift and a more potent V-8 was added. In 1969, a total of 250 cars were produced by Tatra, but that was a small part of the company’s total output, which was about 4,000 vehicles. Trucks made up the bulk of the Tatra business, and automobiles from the company are a rare sight today, particularly in the United States.

“Tatra is still in business making heavy-duty diesel trucks,” Barnett points out. “Car production ended in 1997 with the Tatra 700 series.”

### **Stranger in a Strange Land**

“My car is the second series, or 2-603. It has a 2.5-liter air-cooled rear engine, with a four-speed trans-axle with column shift,” Barnett notes. “It also features power drum brakes. In 1967, Tatra introduced four wheel disc brakes, and electronic ignition. The engine produces 99 hp, and with the extremely aerodynamic body, built like an airplane fuselage with even the under body completely smooth, it can cruise at 60 to 70 mph, no problem. It is a real comfortable cruiser and easily holds up to six passengers. The radio even has a short-wave band on it. I guess during the Cold War, you could get Radio Free Europe on it while you were driving along. It also came with an accessory hand crank to start the car if the battery died, which many East Bloc cars had up through the 1980s. Also, about the same time my car was built, the Tatra factory workers assembled a 603 sedan for Fidel Castro. It is the only 603 ever to have air conditioning. I assume it still exists in some government garage or warehouse in Havana.”

Barnett wasn’t quite sure how challenging it would be to restore an offbeat, Communist-built car from the 1960s when he finally got his hands on one, but he didn’t back down from the challenge, either.

Not long after he got it, Barnett started working on the exterior of the car, which was made easier by the fact that it was void of rust. He scrapped the white paint in favor of a striking Marigold Yellow, which makes the 603 stand out even among fellow Tatrás. “You could have it any color you wanted, really. These cars were mostly reserved for political leaders, factory



The extremely aerodynamic body is “built like an airplane fuselage,” according to Barnett, “with even the under body completely smooth. I used to have a ’67 VW bus, and with the rear engine, that’s what it reminds me of as far as road handling. I have bias-ply tires on it, too. I have friends who have Tatras with radials on them and they say they handle a lot better.”

came a methodical overhaul of all the mechanicals, including the air-cooled V-8 in back.

“I put a lot of work into it. I also am very lucky to have a good friend and also a Tatra owner, Ken Ufheil of Plano, Texas, who as a master mechanic with many good connections in the Czech Republic and the old East Germany, is able to get parts to keep my 603 roadworthy,” he says. “Recently, my car made bearing noises in fourth gear, and Ken found an elderly gentleman in Chemnitz, formerly Karl Marx Stadt, East Germany, who rebuilds those trans-axles! The cost air freighted to Las Vegas was very reasonable, \$2,500. There are vendors in the Czech Republic reproducing parts for these cars now, too, and a restoration service at the factory, which does any Tatra car you want to have restored.”

Barnett, not surprisingly, has become a well-known member of the

executives, people like that,” he says. “The chances for an ordinary Czech to get one in those days was very remote.”

Over the years, Barnett said there

has really been no part of the car that has gone untouched. He re-did the interior and all the seat upholstery not long after the body and paint were done. Then



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small community of Tatra owners enjoying their cars in the United States. Among the car owners he has rubbed elbows with is Jay Leno, who owns a 1947 Tatra 87. He says his proudest and most memorable moment with the car came in 2014, when he displayed the Tatra at the Pebble Beach Concours d'Elegance in Monterey, Calif.

Slowly, but surely, he says the surviving Tatras have become more well-known in collector circles — and more valuable. He recalled a time when surviving 603s would regularly change hands for prices in the \$1,500 range. Nice examples now go for \$50,000 or more. “Those early cars, the Model T77s, they only made 100, 120 of those. I’ve heard they change hands now for over \$1 million, that’s how rare they are,” Barnett notes. “Then the T87s that came after that, they are very iconic and those are going for in the neighborhood of \$250,000 now, and I remember you could pick them up for \$15,000, \$20,000 30 years ago.”

You believe Barnett when he says he has never been tempted to sell his beautiful yellow sedan. He knows he’d probably never find another one to match it, and the car has become too much a part of his identity to part with. That hasn’t stopped a few people from trying to convince him otherwise.

“There are a couple of guys in Europe ... that are really seriously into the Tatra collecting hobby,” he says. “A couple guys in Holland and one in Germany, and they know my car quite well. A couple of them actually came to the United States on holiday and actually come over to my house and wanted to take a look at my car. The thing that always impresses them and blows them away is this car was manufactured in ’66 ... crated to the United States, and basically the car has never been out of the southwest United States its whole life. It’s never had any rust on it, and in Europe, these cars can rust very badly. One guy just couldn’t believe it. He says he’s never seen one like it.

“So there are some guys who would like to have it, but I love the car so much and have so much fun with it. I’m sure they would take very good care of it back in Europe, but I don’t know — I don’t think it would happy back in Europe. My car likes it out here in the dry.”

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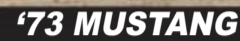
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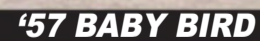
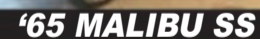
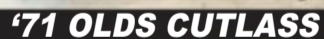
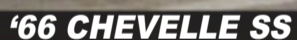
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